

Navy News

JANUARY 1974

5p

FOUR 'BIRDS' ARE JOINING FLEET



R.A.F. Seal class, basis of the new patrol boats for the R.N.

A mini fleet is joining the Royal Navy this year — four 25-knot patrol craft based on the Royal Air Force Seal class. Names and call signs allocated are: Kingfisher (P260), Cygnet (P261), Petrel (P262), and Sandpiper (P263), and in the Royal Navy they will be designated as the "Bird Class."

The new boats are regarded as multi-purpose, and one possible use will be in Fishery Protection, where the need has often been urged for something with a greater turn of speed than the "maids - of - all - work" Ton class.

Already the Fishery Protection Squadron has been employing the fast patrol boat Tenacity, and with the Bird class will soon have a capability which will be watched with great interest.

(Continued on Page 32)

GOOD SHOW!



Complete with novel "headbands," members of the second-leg Adventure crew: Don Budge, Stuart Ormerod, Fred Owens, Tomo Thomas, and Charles Abrahams (see page 32).

Picture: CPO Dave Morris

Have you ordered?

Navy News regrets that this issue has been reduced to 32 pages, due to newsprint shortage, but everything possible is being done to maintain the usual coverage.

Firm orders are advisable to avoid disappointment (the form is on page 21).

NO GLOOM HERE

Who can worry about world crisis with a charming girl to entertain, and that was certainly the spirit in No. 1 chiefs' mess, H.M.S. Devonshire, when this festive picture was taken.

Chief John Swatridge (social secretary) saw the girl's picture in the Sunday Mirror, noted that she was "Felicity Devonshire," and wrote asking for pin-up pictures.

But 22-year-old Felicity (Fluff to her friends) did better than that, and the blue-eyed petite 34-22-34 blonde actress / model spent a day on board, to the cameramen's and chiefs' delight.

Felicity has associations with the sea. She went out with a sailor when she was 18, and her father owns a boat. She recalls that she once threw the anchor overboard — the only slight difficulty being that it wasn't fastened to anything.

With the glamorous guest in the picture are Malcolm Toomey, David Beeb, Michael Brady, Dave Jones, and John Swatridge.

Picture: L/A S. Kent



Harrier — still hoping

Just as every "well-informed observer" was forecasting an announcement of an order for 25 vertical take-off Harrier aircraft for the Royal Navy, the worsening national crisis led instead to cuts totalling £178m. in Defence expenditure.

Optimism remains for the future of the Harrier, which is not only high on the Navy's "shopping list" but has such attractive export potential.

Mr. Gilmour, Minister of State for Defence, told the Commons that he was aware of anxiety because no decision had been made on the maritime Harrier.

"I am not yet in a position to announce such a decision," he said. "I believe that in the present circumstances the reason for this will be well understood."

Crisis may hit ship refitting

Some disruption of the Royal Navy's warship refit programme will be inevitable if the measures to cope with the nation's fuel crisis continue on the lines already announced.

The First Sea Lord (Admiral Sir Michael Pollock) told Navy News that "a sharp application of the industrial brakes is bound to shake up the passengers."

"Right at this moment," he said, "the Service shares the hopes of everyone that solutions will be found to the problems facing us."

"However, if the refitting programme is affected, then drafting will also be involved."

"The maximum warning time will be given of any changes in planning, and I would like to assure the Navy and the families that everything possible will be done to avoid turbulence."

"At a time of industrial unrest a year ago, useful experience was gained, and the amendments we had to make proved to be much less painful than had been imagined. I hope that we shall be no less successful if alterations are forced upon us again."

Although there are areas of defence which will be maintained as a priority in fuel requirements, the Navy and the other Services are taking their share in the economies.

Some exercises have already been cancelled, and other action will be taken to gain a significant saving in the use of fuel.

IN TRIPLICATE

Identical 17-year-old triplets, Mary, Elizabeth, and Janice Shanks, now at the W.R.N.S. new entry training establishment, H.M.S. Dauntless, where they begin their careers as radar plotters.



DRAFTY ON THE NEW AIRCREWMAN BRANCH

Fly Navy—but what's in it for me?

By now, all ratings currently serving as Aircrew and those who are considering becoming rating aircrew will have had an opportunity to study DCI(RN) S184/73 which details the way in which it is intended to implement the reformation of the Aircrewman Branch.

All new entries to the branch will come from ordinary, able or leading rate volunteers of other branches except that qualified artificers, mechanics and medical technicians will not be eligible due to the complex training they have already received.

The Aircrewman Branch will re-form on April 1 this year (don't be put off by the date!) and applications for transfer are already being considered. Those who are accepted will be notified as soon as possible and will not have to wait until all applications have been received.

Qualified rating aircrew are faced with the question, "Do I transfer to the Aircrewman Branch or remain in my present branch and continue flying until April 1977?" — You have

until October 1 to make up your mind; but whether to slap in for transfer now or wait until nearer the deadline is your decision.

The question which most of the more senior qualified rating aircrew are asking themselves is, "Will my chances of promotion be better or worse if I transfer to the Aircrewman Branch?"

Regrettably Drafty is at present unable to answer the question because the initial structure of the Aircrewman Branch will not be known until October 1, when all the transfer applications from qualified rating aircrew will have been received.

We hope, however, that the initial balance of senior and junior rates will not be too far removed from the planned structure which is based on future requirements. Every effort will be made to avoid undue blockage, and the retention of senior rates on 5th and 6th Five extensions will be carefully controlled. However, no guarantee can be given that the advancement prospects for those who transfer will be better than in their present branch.

LIKELY NEEDS

It is unlikely that any senior rate advancements will be made before October 1. On the other hand, advancement to leading aircrewman will be open from April 1 for all rating aircrew qualified in accordance with the DCI, as there would still be a shortage of leading aircrewmen even if all the leading rates currently serving as aircrew opt to transfer.

A look at the following table showing the present number of rating aircrew borne com-

pared with the likely requirements for 1974 will perhaps help to clarify the picture and help you to make up your mind:

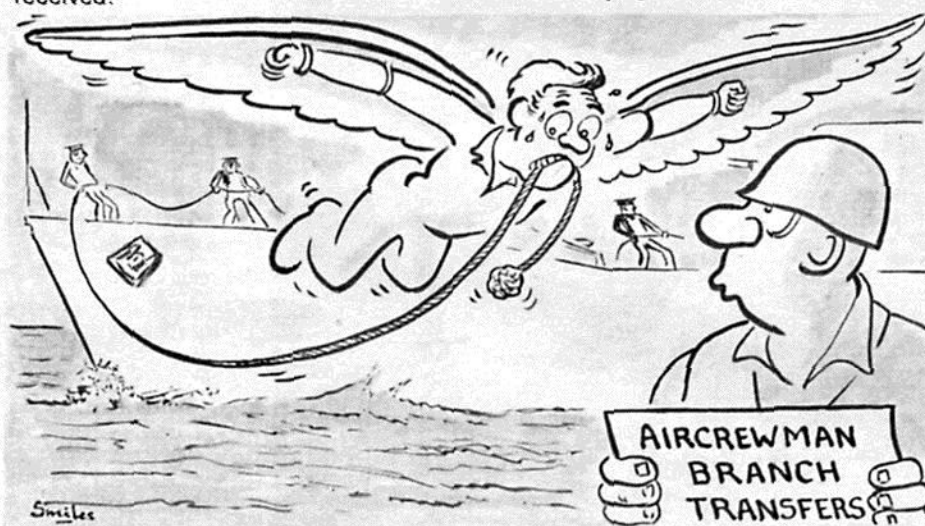
	Serving rating aircrew borne December 1973	Required aircrewmen April 1974
Fleet CPO and CPO	31	41
PO	55	53
L/H	86	190
Able	58	—
	230	257

A decision has not yet been taken on the number of Fleet Chief Aircrewman billets but it is likely that three will be allowed.

FLYING A DESK

The other problem which Drafty understands is bothering some people who are interested in joining the Aircrewman Branch is this: "Having joined, will I always be employed on flying duties without any opportunity for a break?" Certainly you will be expected to do a fair stint of flying once you have qualified, but there will be requirements for some experienced aircrewmen to fill certain ground training and "ANY" billets. The latter will most likely be filled by aircrewmen who volunteer to "fly a desk."

All ratings at present under training for aircrew and all future volunteers will be considered under the terms of the DCI. Those who are awarded their Flying Badge after April 1 will automatically become members of the new branch. If you are already qualified as rating aircrew you've got a decision to make about transferring; but if you are really keen to fly and join a go-ahead branch the decision shouldn't be too difficult.



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SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

Trevor, Ord. (SG Star). H.M.S. Ark Royal, refitting at Devonport. Accommodated 34 Mess. Grenville Block. H.M.S. Drake. Will exchange for GP frigate going Far East. Preferably Portsmouth based.

B. Deulin. LOEM. c/o Southern Club. H.M.S. Collingwood. Drafted to H.M.S. Herald, March 5. Will exchange for any Rosyth-based ship.

C. B. Shortland. AB(QR2)(A). K2 Mess. H.M.S. Excellent. Being drafted to H.M.S. Drake. Will exchange for either Portsmouth or Plymouth-based frigate going to West Indies early 1974.

A. Harrison. LREM. TIA Cabin. H.M.S. Collingwood. Drafted to H.M.S. Cochrane (Shore W/T). January 14. Will exchange for any shore billet in Portsmouth or Portland area.

G. Dixon. AB(UC2). 19 Mess. H.M.S. Vernon. Drafted to H.M.S. Glamorgan, April 1. Will exchange for any Leander or Tribal going West Indies or Far East.

D. B. Jenkins. PO(QR1). H.M.S. Leopard (Portsmouth-based). Will exchange for Devonport based ship on GSC.

T. M. Atkins. AN(UW Star). H.M.S. Kellington, based at Port Edgar. Will exchange for Portsmouth-based minesweeper or Chatham-based ship.

G. J. Gallagher. LRO(T). MSO. R.N. Barracks, Portsmouth. Being drafted to H.M.S. Rooke, married accompanied. Will exchange for any shore draft or Portsmouth-based ship.

T. C. Green. AB(UC2). H.M.S. Tartar. Will exchange for Chatham, preferably shore based.

R. D. Terry. AB(RP Star). 14 Mess. H.M.S. Rooke. Unaccompanied draft. Will exchange for any shore base in U.K., preferably south-west region.

K. A. Freck. Ck. H.M.S. Intrepid. On draft to H.M.S. Vernon, Feb. 14. Will exchange for shore billet in Rosyth area.

D. G. Cook. A/LS UC2. H.M.S. Vernon. Drafted H.M.S. Argonaut (Devonport based), early May. Willing to swop for Portsmouth ship or shore base.

M. E. Howe. L. Sid. Saints Block. H.M.S. Warrior. To join H.M.S. Salisbury, March 11 (Refit and trials). Will exchange for Chatham-based ship or shore base.

R. W. Edmonds. CMEA(H). CPOs Mess. H.M.S. Osprey. (Drafted November 1973). Will exchange for any Devonport shore establishment.

Waterson. MEM1. H.M.S. Brongton. Joining H.M.S. Nubian in West Indies, February 19. Wishes to swop for minesweeper / hunter or HSS ship in Scotland; or any Scottish shore base.

W. Pim. REM1. 33 Mess. H.M.S. Excellent. Drafted to H.M.S. Dundas, May (Portsmouth based, attached to Portland Squadron). Wishes to swop with draft to Far East or West Indies.

Beira Christmas

H.M.S. Dido spent Christmas at sea on the Beira patrol, continuing the seven-year blockade on the supplies of oil to Rhodesia. A Commons plea to end the Beira Patrol has been rejected.

H.M.S. Bulwark in December visited Travemunde, the deep-water port of Lubeck on the Baltic coast of the Federal German Republic. A full programme of visits, sports fixtures and parties was enjoyed.

Silver drum for champs

H.M.S. Collingwood won the Royal Navy band championship, held on their "home ground" at the Fareham establishment, which also became the first winners of the Commander-in-Chief's Trophy, a silver drum awarded in a new section for volunteer bands in Naval Home Command.

Overall runners-up to Collingwood were H.M.S. Daedalus, whose band won the Naval Air Command Bambara Trophy. Overall third were H.M.S. Heron.

The Bambara Trophy was presented by the Flag Officer Naval Air Command (Rear-Admiral P. M. Austin)

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FILMS FOR THE FLEET

Not just a pretty face...

That object of much serious study by connoisseurs of works of art, Raquel Welch, gets down to a bit of studying herself — although one might have thought she was the last person who needed to take notes. The scene is from a

film just ordered for release to the Fleet — "The Last of Sheila," in which our heroine plays (surprise, surprise) a glamour queen. And talking of Sheilas, there are plenty in evidence in "Sunstruck," one of the latest

films to be released to the Fleet by the Royal Naval Film Corporation. Starring Harry Secombe, the movie is partly set in the Australian bush.

All in all, the list has a real international flavour, with another film set on an Italian island and the third in the American West.

And here's
the latest
list

GRIN-WICH!

College
jolly
for the
dollies

It was a real dollies' jolly when the Royal Naval College, Greenwich, played host to scores of Miss World contestants on a sight-seeing tour.

Particularly jolly for Miss Norway, 22-year-old Wenche Steeg — who shared a joke and a chummy picture (left) with the Admiral President, Rear Admiral E. W. Ellis.

The "confrontation" between Wenche (36-24-36) and Rear Admiral Ellis (statistics not disclosed) was a highlight for both on a day in which the beauties of the world were able to marvel at the beauties of Greenwich — such as the famous Painted Hall.

Picture: Les Warr

Sunstruck — Harry Secombe, Maggie Fitzgibbon. Comedy-drama about shy schoolmaster Stanley Evans, who leaves Wales to teach in the Australian bush town of Kookaburra Springs. Secombe plays the accident-prone man who eventually makes good. No. 184. Anglo-EMI.

Avanti! — Jack Lemmon, Juliet Mills. An American tycoon flies to the island of Ischia where he meets a chubby English girl whose mother has been killed in the car crash in which his father died. The American is appalled to learn that the dead couple had been lovers for ten years. No. 185. United Artists.

The Train Robbers — John Wayne, Ann-Margaret, Rod Taylor. John Wayne and friends are persuaded to help recover train robbery gold hidden in an abandoned train. They find the gold — but are found themselves by 20 gunmen. No. 186. Columbia-Warner.



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See DCI (RN) S 194

ONYX'S RARE HONOUR

Although H.M.S. Dolphin is a major submarine base, a commissioning ceremony there is a rare event. Usually the recommissioning ceremony takes place in the dockyard just before a submarine departs after a refit.

As far as is known, only two other subs. have been recommissioned at Dolphin in the past ten years — H.M.S. Totem in 1963 and H.M.S. Porpoise in 1970. Now the patrol submarine H.M.S. Onyx has been recommissioned there on her return to sea service after a major refit at Portsmouth.

One of the most modern of the Navy's Oberon-

class diesel-electric conventional submarines, she was built by Cammell Laird and first commissioned in 1967.

After working-up with the Submarine Sea Training organisation in the Clyde, she is to join the 1st Submarine Squadron at Dolphin for her second commission. Commanding officer is Lieut. Nigel Goodwin.

Among guests invited for the recommissioning ceremony was former Sussex and England cricketer Jim Parks, representing the well-known brewery which provided the beer with which the crew toasted their own success in the coming months.

Ships of the Royal Navy

No. 218

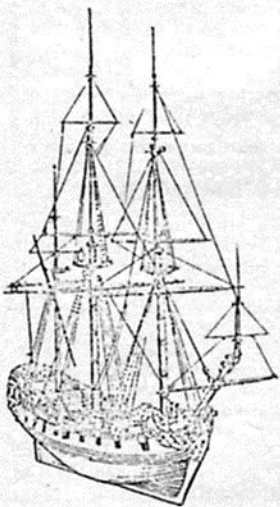
Fresh water for old salts

Just how many Mermaids there have been is the subject of some difference of opinion in official records. Some say the first was a 16th Century galley, others an armed merchantman of 16 guns which sailed to the Battle of Cadiz in 1596 as close escort to the flagship Ark Royal.

A later Mermaid was directed by Charles II through Samuel Pepys to "receive an engine for the making of an experiment of producing fresh water out of salt" — the first distillation.

Fifth and sixth rates were followed by a cutter which surveyed the west coast of Australia between 1817 and 1820. In the First World War the destroyer Mermaid was in operations off the Belgian coast and in the Second, a sloop of the name was in action in the Arctic, later to be sold to Federal Germany and recently in commission as the Scharnhorst.

The last Mermaid was a minesweeper converted to survey vessel, in service until 1968.



Mermaid with a sting in her tail

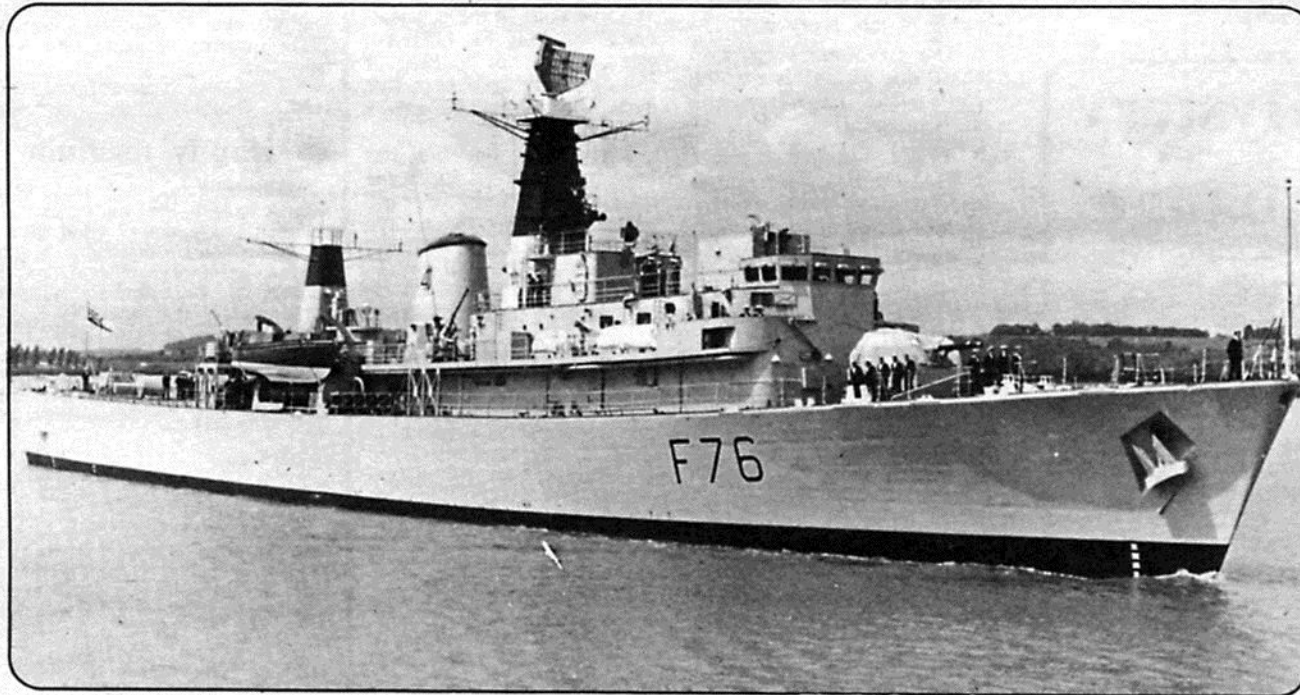


FACTS AND FIGURES

A general purpose frigate of 2,400 tons, the Mermaid's armament includes a twin 4in. gun mounting, two 40mm Bofors and anti-submarine mortar.

Eight diesel engines grouped on two shafts drive her constant-pitch propellers and a speed of 24 knots gives her extremely long range. She generates considerable electrical power — about 2,200 KVA — and has the largest air-conditioning plant in frigate service.

The ship's company consists of eight officers, 38 senior ratings and 131 junior ratings.



H.M.S. Mermaid — A Flip to the Fore. That is the slogan adopted by the ship's company of a frigate which was laid up unwanted for nearly five years yet which in her first few weeks at sea was involved in two close-inshore rescue operations, gave good account of her dated main armament and after only ten days' sea trials achieved more than would be expected during a period of intensive Fleet duties.

Built by Yarrow on the Clyde, the ship was originally ordered by President Nkrumah of Ghana to serve under the name Black Star both as his presidential yacht and as flagship of the Ghanaian navy.

His departure from office meant that the ship never entered Ghana service. The luxurious staterooms were not completed, the ship was laid up for sale, and because she did not meet the requirements of potential buyers, the British Government was able to offer her to the Royal Navy.

When she "joined," certain features distinguished her from other British ships — such as the large flight deck, designed to cope with cocktail parties as well as helicopters, and the yam boilers, a vestige of Ghanaian culinary art!

Among the guests at the Mermaid's commissioning on May 16, 1973, was Sir Bernard Miles, in whose Mermaid Theatre in London is the bell of previous Mermaids.

Links have also been made with the Mermaid Inn at Rye — the first hotel to be given the Queen's Award to Industry and whose history is older than that of the ship.

After her commissioning the ship sailed for trials to determine what modifications were needed to adapt her for service in the Fleet and her ship's company set out to prove that she is not just a pretty face.

From idleness in the Scottish backwaters to the surging English Channel she accepted her new role with all the grace of a well-bred lady — but one with sharp teeth and a sting in her tail.

During the trials period the crew of the last twin 4in. mounting in R.N. service began an impressive gunnery performance. Weapon training was also a main feature of her operational role later as Gibraltar Guardship and the 4in. crew carried out two excellent shoots, giving warning to the Fleet's more sophisticated sharpshooters by straddling and scoring a direct hit on a dan buoy.

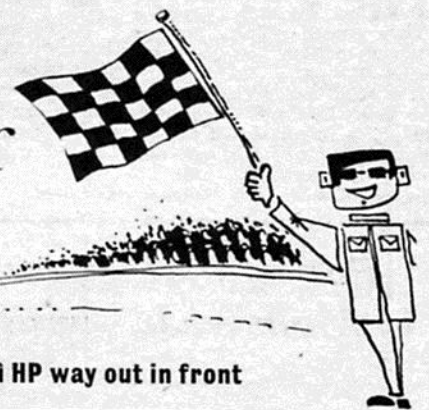
The Mermaid, under the command of Cdr. J. A. McPhee, will

emerge from her current Chatham refit in the spring. Meanwhile, her ship's company intend that she becomes a valuable addition to the Fleet — and a "forgotten lady" no more.

BATTLE HONOURS

Cadiz 1596, Dover 1652, Gabbard 1653, Porto Farina 1655, Texel 1672, Belgian Coast 1914-17, Arctic 1944.

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Other ships in the series are:
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Letters to the Editor

● Adm. Tyrwhitt

I can understand Admiral McGeoch's feelings (December issue), but I think he was unduly hard on your reviewer of Tyrwhitt, whose article I have again read carefully.

As always, I suppose it depends on how you read things, but I do not get the impression from it that it was Admiral Tyrwhitt's intention to preserve his reputation by burning his papers any more than it inferred his success was in any major way due to his start in life, helpful though that was in those days more than now.

The reviewer does infer, at least to me, that Tyrwhitt was a straight, fighting Admiral, who "won a national esteem which deserves to be remembered."

May there always be at least one such as he around when needed.

Thanks to Admiral McGeoch, however, I have been reminded to order the book.

David Ogilvy
(Lieut.-Cdr., R.N.)
H.M.S. Rame Head.

● Breed apart?

Is it advisable that the Regulating Branch should be made to live in splendid isolation from the rest of the Navy?

Existing plans for the rebuilding of the Royal Naval Barracks, Portsmouth, and other establishments stipulate that Regulating senior rates will live in completely separate messes from other chiefs and petty officers.

Unlike the SNCOs of the Army's Royal Military Police / Regimental Police, and the R.A.F.'s Police Branch who live in the sergeants' messes of their respective units / stations, naval Regulators come into very little social contact with their contemporaries.

They correspondingly see an extremely narrow view of life on the lower deck.

It is worth considering that the civil police are most concerned that police forces should not be considered a breed apart from the society they serve.

Jock.

Bradford.

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PORTSMOUTH

BRANCHES AT ALL PRINCIPAL PORTS

Was it a watch cur-tailed?

MORE ABOUT HAIR

"Dog watch — origin of?"
To preserve sanity and keep the family ship on an even keel, can you provide the answer to this question?

I have two sons in the "Andrew," both of whom have pursued the question ashore and afloat. According to them, even CPOs are at a loss (Heaven preserve the R.N.!).

H. E. Andrews.
Rayleigh, Essex.

According to our Fount of Knowledge, the term comes from "dodge watch." By having seven watches — five of four hours each and two of two hours — men would not have to keep the same watch every day.

The frivolous suggestion that "dog watch" is a watch "cur-tailed" has never been authenticated!

A dog watch being but two hours long gave rise to the common naval expression of derision to a junior, "You've only been in the Navy a dog watch."

The custom of striking one, two, three, eight bells in the last dog watch, instead of five, six, seven, and eight, is said to have originated in 1797. Mutineers at The Nore had timed to start at "five bells in the dog watches" on May 13, 1797, but the officers got to hear of this, and directed that five bells should not be struck then.

Since then, one bell has been struck at 18.30. Some foreigners still carry out the old routine, but most have come into line with the Royal Navy. — Editor.

Mystery badge

The Royal Naval Association club at Redcar has received this plaque (below) from a shipmate in Taunton. We should like to hear from anyone who knows anything about the badge and M.T.B. 01.

S. Weatherall
Redcar.



● H.M.S. Avon

Former members of the crew of H.M.S. Avon (K97), a River-class frigate of the Second World War, may be interested to know that in 1949 she was renamed Nuno Tristao and handed over to the Portuguese Government.

S. J. Pollard.

'PIERHEAD JUMPS'

● Mixing it

In reply to D.M. (November issue) it should be pointed out that the fuller use of facilities is not the only advantage of passing S.D. officers through Dartmouth.

The opportunity to mix with ex-lower deckers with proven officer-like qualities may well assist in developing the potential qualities which "Dartmouth boys" are reputed to possess when they join.

D.M. should be informed that the actual academic standard of most S.D. officers is at least equal to cadet entry requirements. In short, you get a mature proven officer, whereas a "Dartmouth boy" has only once convinced an interview board of his potential qualities.

B. Bolton
(Lieutenant, R.N.).

Mousehole, Cornwall.

May I suggest in answer to D.M. that her sub-lieutenant son may well have more to learn before he is an accomplished officer. One way is by mixing with experienced men.

I do not think that Mrs. D.M. need fear that the S.D. is there to drop the standards, nor that university students will turn away from Dartmouth, for I doubt if they know what an S.D. is. I wonder if your correspondent really knows?

Finally, Mrs. D.M. must be told, there's worse news to come. Her son will be serving in ships where almost half the wardroom will have served previously on the lower deck.

We do mix, and eat, and drink together, but before I shock her too much — it really does work.

B. W. R. Rowland
(Sub-lieutenant, R.N.).
H.M.S. Collingwood.

The lady has now been well ticked off, and that must suffice. She is not alone in worrying about lowered standards, but no doubt through lack of knowledge chose something which is an example of qualities which deserve the greatest praise and encouragement. — Editor.

Assistance to authors

F. T. O'Brien, Nuthatch Cottage Bramshaw, Lyndhurst, Hants. SO4 7JB, writing a book about the war at sea, would be pleased to hear from anyone who, during 1940-1941, served in the submarine depot ship H.M.S. Medway.

Stephen C. Reglar, 6, Well-meadow Drive, Copthorne, Shrewsbury, Salop, SY3 8UW, hopes to contact personnel who served on the Fleet Air Arm airfield at Hinstock, H.M.S. Godwit (or possibly those who were at the airfields at Peplow and Bratton).

In reference to "pierhead jumps," it may be of interest to your correspondent (November issue) and other older readers that these still occur in today's Navy. In fact, for one reason or another, it is fair to say that they are more frequent now than in the past.

It is not uncommon for a man to leave his family in the morning, to be flighted the same day, and to be on the other side of the world within 24 hours.

I would like to take this opportunity to give a "chuck up" to the present-day sailor, many of them 17 or little more, who do not travel in large drafts as of yore.

They are presented with an air ticket and sent on their way, without other than their own resource and initiative. I never cease to be amazed that they quite happily reach their destinations, having negotiated perhaps up to four changes of aircraft en route.

Without the example of these worldly young men, world-wide drafting and ship mobility demanded today would certainly falter.

H. A. Wilson
(CPO Writer).

Air Movements, RNB.

● Time flies

I did not realize how fast time was flying until a few days ago when I reached the upper age limit for continuing service in the R.N.R.

For 31 years long and happy association with the Navy I am grateful to a multitude of people. If any of the old Beatty class in R.N.H. Plymouth of 1942 happens to read this I can imagine them saying, "Well I never dreamed that that dripping basket would stay that long — all he wanted to do was get out."

John (Lofty) Hinton
(Ex-CPOMA)

Worcester.

'HOME RUN' TRIO



H.M.S. Plymouth's "Meet the Navy" visit to Newport, Monmouth, gave three members of the ship's company a chance to visit their parents, all of whom live in the Newport area.

Pictured here on the foredeck, while the Ply-

mouth was alongside in Newport Docks, are (from the left): RO Tony Hayden, LCRM Clive Jones — who is also the ship's disc jockey — and AB Stewart Baker.

Picture: South Wales Argus

● Seeking release

Many young lads, me included, are constantly putting in for release simply because of petty rules such as those on hair.

Why aren't we asked about Navy life at a lower level, namely our divisional regulators? If an admiral came up to me with a big smile and asked what I thought about Navy life I would probably shrug my shoulders and say, "OK sir," when deep down I would be anxious to tell him my real drips.

What we need are more outspoken officers in the Navy like Cdr. Digby Lickfold, who can voice the lower deck's opinion.

The majority of junior rates would be all in favour of longer hairstyles.

Open Minded.

H.M.S. Phoebe.

● Happy medium

"Short back and sides" undoubtedly lacks style, but so does most shoulder-length hair on males. There are, however, many "in between" examples of good taste and style.

The fashion for masculine long hair originated within the revolt against conformity, self pride, excellence, and against "The Establishment." Drugs, immorality, and loud music are merely some extremities of that revolt.

What may be of real relevance is that very long hair on males is often accompanied by an overall sloppiness in appearance, mediocrity in work-skills, scorn of police and squares.

I say recruit from those who support excellence. A vacancy is preferable to a full complement of mediocrity.

R.D.

Cambridge.

● Short life?

In reference to Cdr. Digby Lickfold's letter on hair, I do not see why lice and nits should be incapable of breeding in long hair in modern times, but apart from that it was generally considered that if one's ship got sunk in action, it was more difficult to survive if a lot of long hair soaked in oil covered the eyes, nose, and mouth.

J. C. Richards
(Commander, R.N., ret.)

Warsash, Hants.

● Dandruff problem

My husband is a leading cook who in the past few years has been suffering from a form of dandruff. If he doesn't wash his hair frequently with a strong medicated shampoo a slight movement of his head brings forth a "shower of snow."

Being a dandruff sufferer myself I know how impossible it is to treat a very bad attack when you have long hair.

C.E.M.

Gosport, Hants.

● Humiliation

Cdr. Lickfold is a man who is meeting this problem of hair length at first hand, and has come up with a very strong case for allowing hair to be grown at greater length.

The humiliation I personally feel when I have to present myself to my immediate superiors with a Service haircut is something also which cannot be lightly dismissed.

"Vernon."

Many other letters have been received on this subject. It has only been possible to publish a selection. — Editor.

● Oslo honour

A plaque of H.M.S. Devonshire, bearing the ship's battle honours, has a pride of place in Oslo City Hall.

On a recent visit I was told that the plaque was made from the deck of the old Devonshire, which is honoured by Norwegians for the part played in the operations of the Second World War, and the evacuation of the Norwegian Royal Family.

S. E. Marshall.

Croydon.

● Cheer up!

Comparing my life with my son's in the Service, there seems to be jam on both sides of a lot of slices of bread. He paid more tax as a junior than I drew in pay as a PO.

Cheer up "Dismayed" (September issue), you will get out eventually, and then you'll be wishing you were back in — we all do!

P. R. Mellish
(Ex-PO Ck)

Tonbridge, Kent.

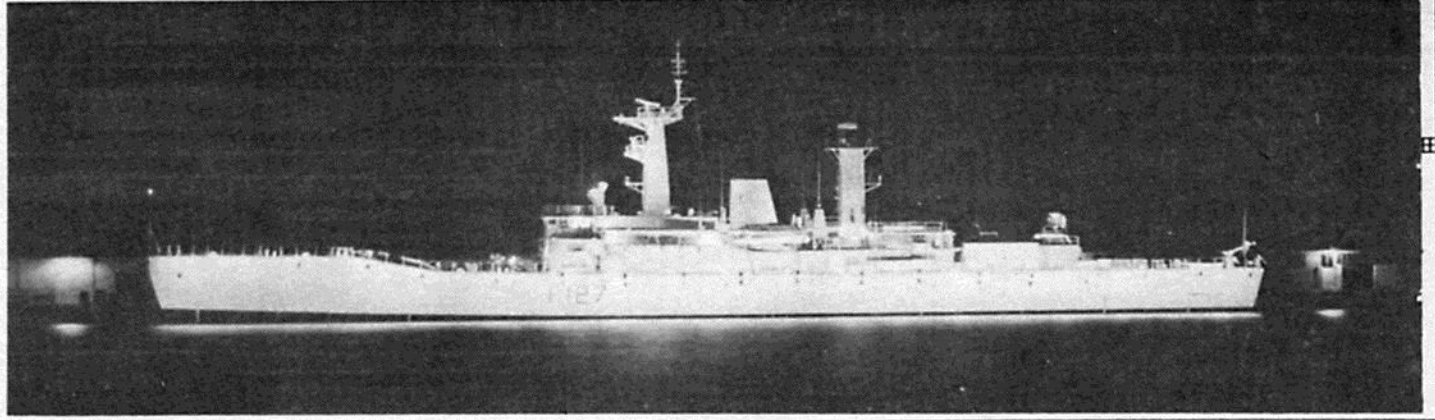
A BRIGHT PENNY...

With illuminations sadly lacking in Britain over the past few weeks, H.M.S. Penelope provides a bright picture from a trip abroad.

The frigate went to the Gibraltar exercise areas for one of her trials, and one week-end was spent in Portimao, where she was believed to be the largest warship to have made the visit.

The Penelope was at anchor about half a mile out and was floodlit each evening, much admired by all the local inhabitants. Success of the lighting was due to trials held at Gibraltar, in which the lights were moved to maximum effect. The picture was, in fact, taken by the R.A.F. (low flying) at Gib.

The famed Rock Race was run by a team of 15, all of whom finished, team time being the best for the quarter. Not bad as the ship was in for only one afternoon before returning to Devonport for more conventional sports.



Odin counts the coinage



There was a "vampire-like" welcome for H.M. submarine Odin when she visited Hong Kong for two weeks maintenance — and 46 men of the ship's company each gave a pint each to the colony's ever-thirsty Blood Bank.

Indeed the Odin, commanded by Lieut-Cdr Tim Swales, has been making a habit of charitable deeds. For while in Hong Kong the crew sent a donation of 50 Australian dollars to the Action for the Crippled Child charity.

The submariners also added to contributions for another charity, the Blind Sock, which contains donations in the currencies of every country the Odin has visited since commissioning 32,000 miles ago.

These include money from Australia, the Caribbean, Mexico, Venezuela, Panama, America, Singapore and Hong Kong. The Odin is to donate the money to a local blind charity in Sydney, where the Odin is currently based.

After leaving Hong Kong, with the Parliamentary Under-Secretary of State for the Royal Navy (Mr. Antony Buck) as a passenger, the Odin was off to Singapore, then on to complete two weeks sea trials before returning, after four months away from "home," to Sydney for Christmas.

While the Odin is on loan to the Australian Navy for operational purposes, the submariners' families are living "Down Under."

● In the picture AB Paul Tubbs, Chief Tech. Peter Wright and Lieut. Ian Inskip count the varied currencies from the Odin's Blind Sock.

Photo: Eric S. Thompson

Promotions

Authorizations for promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued:

TO CCEL — G. D. Burchett M982796.
TO COEL — R. A. Avling M927864; M. P. Wood M964569; M. R. Morrison D065972; G. W. Alsop M956201; W. J. Roulston M955935.
TO CREL — N. V. Humphries D061825; I. A. E. Abbott M964893; R. Smith D050927.
TO CRS — I. W. Tyson J942190; G. Kiloran J982545; D. N. Greig D064885.
TO CRS(S) — J. T. Lennon J982272.
TO CPOWTR — A. W. Parry M976842; D. F. Burton D054884; D. A. Day M925085.
TO CPOSA — M. J. Pearce D060565; M. H. Jarrett D071940.
TO CPOCK — I. Reynolds M958226; J. Whitelock M922967; P. Edgar M900405; I. R. Marshall M953085; K. G. Rogers M901520.
TO CPOSTD — J. W. Batson L918318; T. A. A. Botterill L904781; D. J. Finch L918307.
TO CMT — S. G. I. Hamilton M979023; A. Prodder M968788; A. A. Wingett M966717; F. E. Goodall M979082; G. George M925731.
TO CPOMA — S. E. R. Brine D069033; M. Brown D079034; P. South D052416; G. C. Moore D056378; A. S. T. Sinyard D064404.
TO MAA — B. T. Deakin M960523; G. A. Griffin M961985; A. W. Ware D064159; T. O'Donovan M976036; R. D. Phillips M979011; H. F. W. Diamond M976191; A. R. Cox M926238; M. W. O'Neill M939890; R. D. Bloomfield M974607; R. J. Pointer M921701; P. Darby M961665; B. J. Hargreaves M911674; J. R. McDonald M921591; W. R. Cole M944330; J. R. Cunningham D053029; D. Addie M981264.
TO CPO — M. J. Howe D051454; T. Nash J959078; A. Smith J959270; L. D. Cooper J921416; P. O'Reilly J972271; L. Carr

JAGUAR GIFT

A raffle on board H.M.S. Jaguar raised £100 for the Blind and Crippled Guild of Chatham. The money will be used to buy a set of special, low-gradient coach steps. First prize in the raffle — a set of stereo equipment — was won by the first lieutenant.

The Jaguar has now entered refit at Chatham.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

"Int" indicates that the roster is "intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that men are advanced from the roster in Basic Date order.

Dates shown against "Int" rosters are the basic dates of the top eligible men.

PO Int (29.7.71)
LS Int (18.11.73)
POSA Int (20.9.71)
POCK Int (7.3.72)
POSTD Int (28.10.73)
LMEM Int (28.10.73)
POCEL Dry

POWTR Int (25.5.72)
LSA Int (20.9.71)
LCK Int (7.3.72)
POMEM Int (8.2.73)
LCMEM Dry
POEL Int (12.4.73)
LOEM Dry
RS Dry
RS(W) Dry
LRO(T) Int (21.9.71)
POAF/POAM(AE) 51
LOEM(A) 58
POAF/POAM(O)/POEL(A) Dry
LA(AH) Int (19.12.72)
PO(SE) 309

LOEM Int (28.3.73)
LRO(G) 198
CY 224
LMA Int (15.7.71)
POEL(A) Int (17.11.72)
PO(AH) Int (8.9.72)
PO(MET) Int (11.7.72)

Submarine sea training

Formation of the Captain (SM) Submarine Sea Training organization was celebrated with a party at which Wren Janet Harris, youngest member of the new team, and Capt. R. G. Fry, its captain, cut the cake baked for the occasion by cooks of the Clyde submarine base.

CSST will carry out the tasks of sea training and work-up for submarines from the start of building or refit until they join the operational fleet.

It will also provide shore crew continuation training in the Submarine Command team trainer at Faslane, the Attack Teacher at Bute and the Faslane Nuclear Submarine Manoeuvring Room training simulators.

In addition, the organization will run the commanding officers' qualifying course — known as "The Perisher."

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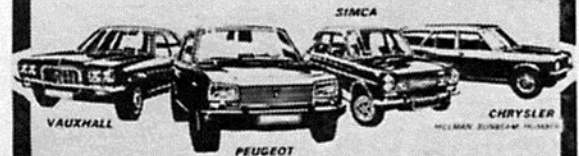
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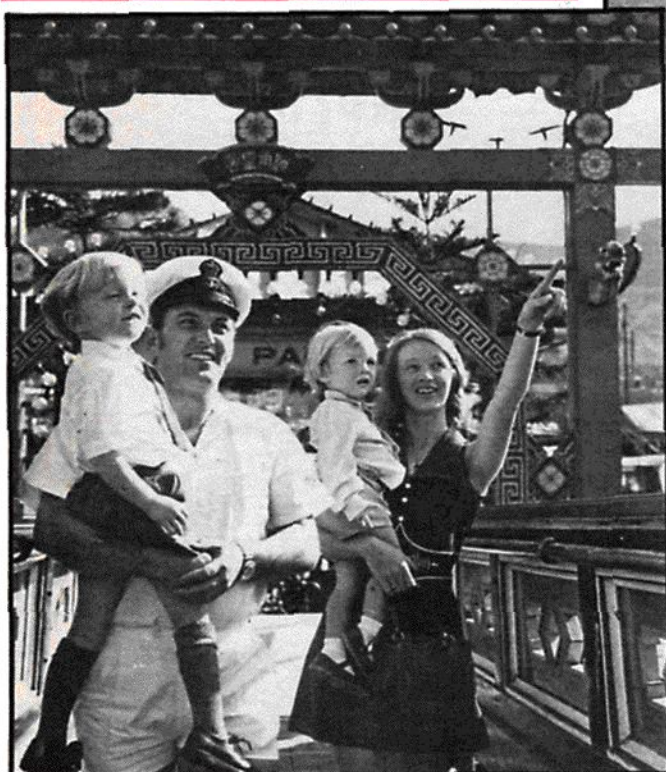
Used Cars ☐ (Tick) Trade in against future purchase ☐ (Tick)

What is life really like for naval families in Hong Kong?



Putting aside, for a moment, the glitter and glamour of a tourist star attraction, how do families settle down to the daily routine in this skyscraper world?

Mike Critchley, of the Fleet Public Relations staff at Northwood, took the opportunity on a Far East visit to find answers to some questions.



Left: Families from the wireless station on Stonecutters Island, Hong Kong, travel by boat for the family shopping — looking much more cheerful than a recent report to Navy News about this ferry. In the group are CPO and Mrs. John Moughton, REM Parker, PO and Mrs. Bill Nickerson, and REM and Mrs. David Morgan.

香港

Far left: PO Neil Van Landewyck, of H.M.S. Tamar, and his wife Dorothy and children, visit the floating restaurants at Aberdeen, Hong Kong.

Pictures: Russ Whalley

香港

HONG KONG

Buildings — and prices — are soaring, but it's still a 'plum' draft

Cheap shopping, the twinkling lights in the harbour at sunset, and a "walla walla" back to the ship at an unearthly hour after a "post-card" or "haircut" run ashore at Kowloon . . . these are

most sailors' memories of a visit to Hong Kong. A good place to volunteer to go back to — and take the wife next time — just to see Wanchai.

Hong Kong, however, is changing, and changing fast. The Hilton, which used to be the major landmark outside the Naval Base, is now dwarfed by massive 52-storey blocks just yards away, creating a skyline more like Manhattan every day.

At least the familiar bamboo scaffolding has not been replaced by modern steel tubes.

Prices, too, are soaring. It is far from the cheap "run" it used to be, with shop tags having risen 30 per cent. in eight months.

However, the families I spoke to agree that the Service allowances keep up with the prices, and allow them to buy milk at 32p, and a lettuce at 50-60p.

With five patrol craft and H.M.S. Chichester now based at the Naval Base of H.M.S. Tamar, plus a supporting Fleet

Mail Unit and wireless station, the chances of a married accompanied draft are much better than they were just a few years ago.

Most people would regard a draft to the Orient as far better than a couple of fish patrols, so long as they remember that there are two sides to the coin.

With a population of five million, accommodation is everybody's problem in the overcrowded colony, and families have to be prepared to live in a block of flats well above ground level.

Mrs. Margot Farthing, wife of a fleet chief at H.M.S. Tamar, did not find that Hong Kong was a place for a family with young children. "I have a boy of eight, and there is no place for him to play in this concrete jungle — no green fields and no fresh air. I would not like to spend more than the stated time here."

'Fantastic'

Mrs. Farthing thought that the play-space problem was worse for couples with children under school age about the flat all day.

Another fleet chief's wife, Mrs. Margaret Mitchell, was very

thankful to "Drafty" for her time in Hong Kong. "We thoroughly enjoy the life," she said — good accommodation, and allowances, and a fantastic social life.

For the younger wife too, experience varies.

Leading Seaman Philip Henderson's wife, who has no children, is able to teach in a British school, so life for her is full. Her husband is based at Tamar, and they are both able to make the most of their "plum" draft abroad.

The story may be different where husbands serve afloat. The six ships in Hong Kong are not there to prop the wall up, and go to sea for up to three weeks at a time — perhaps to Japan, the Philippines, or Singapore.

For the 20-year-old wife, 16 storeys up in a block of flats 10,000 miles from home, minor difficulties can easily turn into a major drama when the man of the house is away.

Wives' club

There are, of course, clubs and societies run by both Service and civilian organizations. An active wives' association has a full programme of fairs, coffee mornings, and outings for the wives to meet and see other parts of the colony.

The general opinion seemed to be that apart from the girl with an active under-five to occupy all day in a multi-storey block of flats (with husband away at sea), a draft to Hong Kong was a chance not to be missed.

The world's largest selling gin.



BEER-DRINKING HUBBY AVOIDS 'POMPEY BUG'

Ex-Wren cine-op Delia Hume writes to say how interested she was to read about "the Pompey bug" (December issue) and believes, after a visit to the area with her husband and family, that the germ is in the tap water, and is perhaps a mild form of cholera.

"My husband never caught it," she says. "He never drinks tap water (mostly beer!)"

"I would like to say that Navy News is enjoyed by us very much. It is almost ten years since I was in the W.R.N.S. and four since my husband left 'the mob.' The paper brings back happy memories to both of us."

"I suggest that J. B. Morgan who dislikes Navy News must have left the Navy a long time ago!"

"Final point: to those against fashionable hair styles for men in the Navy, consider Lord Nelson, who from his portraits had a very trendy hairdo. What about bringing back pigtails?"

Navy News

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FOR FAMILIES

DON'T PANIC, CALL SSAFA

A CREDIT TO YOU

Have YOU a bank account? More than 200,000 of the Armed Forces now have their pay directly credited to a bank. According to a Parliamentary statement, that represents nearly 60 per cent. of the total strength.

"Panic" when his wife lost her allotment book was described to Navy News in a letter from a Gosport petty officer. His wife, who lives in the Midlands, reported the loss to the Post Office and police, and was advised to get in touch with the Department of Social Security.

After being passed from one department to another she got on the phone to her husband. "I had a frantic call," said the petty officer, "because nobody seemed to want to know. I was able to send money by telegram, but what if I had not been in the country?"

Navy News asked what a wife should do in such a situation, and was told that although, in the case mentioned, she was far away from naval family welfare, there was a simple solution.

From the local police the wife should have been able to get the address of the nearest representative of the Sailors', Soldiers', and Airmen's Families Association. Both SSAFA and the naval welfare have small funds available to tide a family over any immediate crisis.

A lost allotment book is something which can happen to anyone, but whether problems are minor or major, it is a pity not to make use of the widespread organization which exists to help families.

All wives should have full information about "where to turn" — especially those living a long way from Service bases.

(The PO's story had a light-hearted ending. His wife found the book two days later — under a carpet under a chair with a couple of the little-un's toy cars.)

RECORD BREAKER

"We were very successful. In fact, I think we have broken a record for all time," said Lady Foxley-Norris, chairman of the Combined Services Committee, in a letter of thanks to all who helped with the Park Lane Fair in aid of the Forces Help Society and the Lord Robert Workshops.

'MANY THANKS

MAURITIUS'

The Royal Naval Hospital at Mauritius gets a grateful "thank you" in a letter from Mrs. Jill Worthington, wife of Lieut. P. E. Worthington. Jill's mother, aged 72, was due to arrive on May 18 for a month's holiday in Mauritius with her daughter, son-in-law, and family, but unhappily fell while boarding a bus at Nairobi airport.

"She was put on the plane, and we were told to meet her with an ambulance, not knowing what she had done," said Jill's letter. "She had, in fact, a broken femur and went straight to the R.N. Hospital. However, she made good progress until a setback with chest trouble. Good care by the hospital got this cleared up, and after leaving hospital she still had physiotherapy treatment. Now she returns to U.K. — not quite 100 per cent. fit, but remarkably well considering her age."

Jill's mother was 135 days in the hospital — the longest staying patient on record.

"It is a fine hospital," said Jill, "with superb doctors, sisters, and staff. I would like to thank them all for what they have done, and still do for others."

Once upon a time

A sailor's wife holds youngsters enthralled with a "once upon a time" tale at the community centre playgroup on the St Mary's married quarters estate at Brompton, Gillingham.

While Admiral Sir Andrew Lewis, Commander-in-Chief Naval Home Command, toured nearby H.M.S. Pembroke, the Navy's Supply and Secretariat School, Lady Lewis spent a busy morning on the estate.



Carry on, Rachel

Remember Rachel and her "model husband" (December issue)? Well, here she is, pictured as she stepped ashore with husband Brian — under her arm!

The cut-out of POMEM Brian Newland was made for an exhibition when he was serving as an IMEM in H.M.S. Defiance. He is now in H.M.S. Andromeda, and when he's away at sea Rachel has his life-size photograph for company.

Charity walkers

There is more to charity walking than the cheers at the end. Ask 11 naval wives of Mauritius...

Setting out on a 22-mile course, few of the ladies had ever attempted long-distance walking. Heat plus blisters claimed the first victim with 14 miles to her credit.

Going through sugar cane plantations in the heat of the noon-day sun after 20 miles, and out went another victim, but the others soldiered on gamely to raise 1,000 rupees (about £80) for local and U.K. charities.

The walkers were: Margaret Donaldson, Lesley Griffin, Margaret Morgan, Ann Norton, Helen Plens, Beth Poole, Marion Sadler, Mavis Thomas, Jaqui Thorington, Bet Turnbull, and Val Quinell.



Mrs. Dingemans, wife of the commanding officer of H.M.S. Warspite (Cdr. N. F. Dingemans) tastes the cake at the commissioning of the submarine at Chatham. (See also page 13).

'It's good!'

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GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Want to learn?

Would you like to think clearly, brush up on your Russian, solve colour photography problems, understand what brought Ireland to the boil, or lose yourself for a few days in the joys of Baroque chamber music?

These are but a few of the wide range of subjects available to candidates interested in spending a few days at a university, at MOD expense, to gain further education and instruction which will be useful in the Service. The courses are open to officers and ratings who have suitable qualifications or background.

DCI (RN) T 800

Match safety

Bulk packages of safety matches for the Services are to have additional protection against fire risk, but all personnel involved in handling are advised of the danger of rough treatment.

DCI (RN) T 786

GOING DOWN



Sub-aqua enthusiasts in the Royal Navy are fortunate in being able to use official diving resources as well as Adventurous Training facilities, thus enabling them to attain high standards quickly.

Commanding officers, who are responsible for seeing that adventurous diving activities are adequately supervised, should encourage the formation of Sub-Aqua Clubs.

Participation in diving expeditions can enable naval divers to gain the minimum time necessary for special service pay.

DCI (RN) S 204

Outdoor life

Applicants who were unable to get on Joint Service courses in mountaineering, ski-ing and winter survival can apply to join adventurous training courses at the National Centre of Outdoor Recreation, Glenmore Lodge, Inverness-shire.

DCI (RN) T 802

Get acquainted

Officers or ratings within two to two-and-a-half years of leaving the Service have a wide range of opportunities for "acquaint courses," which help in choosing a second career. Teaching, sales and marketing, and industrial security / safety are subjects referred to in recent announcements.

DCI (RN) T 807-810

Divers

The special category of "artificer diver" has been abolished, but there is a continuing need for artificers / mechanics to qualify, as at present, as ship's divers.

DCI (RN) S 213

Brakes on for P.V.R.

Names have been announced of releases approved at the October 1973 review of applications for Premature Voluntary Release, the minimum periods of reckonable service being: ratings on LS engagements, four years; ratings on CS engagements, five-and-three-quarter years.

The Defence Council Instruction points out that, in future, the manpower needs of the Service, and the importance of reducing drafting turbulence, may necessitate a variation of present practice.

People on similar engagements may find that the various categories and specializations will have different periods of qualifying service for P.V.R.

This, in effect, is what is happening now, through the deferment of discharges where problems would be created. One way or another, it is possible that release may be a longer process.

As the regulations have been operating, the release of men serving ashore will in general be effected within four months, but for those detailed for sea, or at sea, release will be phased over a period of six to eight months, thus spreading the requirement for sea reliefs and reducing drafting turbulence.

The official announcement then lists the categories in which the manning position or sea shore ratio is at present particularly unfavourable, and states that in those cases discharges will be delayed for up to nine months for those serving ashore and up to 12 months for those detailed for sea or at sea.

The categories referred to are subject to constant change, and the position is reconsidered at each quarterly review.

Another change for the future is that the results of each review will be notified direct to commanding officers for the information of applicants, which should be a much quicker procedure than waiting for the printing of DCI's.

For the next review of applications in January 1974, the minimum qualifying periods are: ratings, on completion of three-and-a-quarter years of a nine-year engagement; artificers/mechanicians, on completion of four years of a 12-year engagement.

DCI (RN) T 824.

Ferry fares

Concessionary fares on sea ferries are often available to members of the British Forces, and to certain of their relatives, and they should inquire about this at the time of booking.

While there are no specific concessionary fares for journeys within the United Kingdom, commands or districts should investigate whether it is possible to negotiate reduced rates for routes on which the Service man is a heavy user.

DCI (General) S 135

Small print

A petty officers' mess which hired a beverage vending machine "caught a cold" through entering into a five-year rental agreement which contained lots of small print.

Committees are advised to be cautious. Two ideas are to have a trial period, and to limit contracts to one year in the first instance. The full advice should be studied.

DCI (RN) S 211

It's official

A tip for personnel and families going overseas: When National Carriers Ltd. (NCL) call for unaccompanied trunks, make it clear that they are "MOD official baggage." This helps NCL to speed the baggage on its way.

DCI (RN) T 798

£100 essay contest

The Naval History Prize essay competition subject for 1974 is "The Development of the Submarine and its Effect on British Naval Strategy, 1910-1945."

A medal and £100 goes to the winner in the limited section, which is open to R.N., R.M., and W.R.N.S. officers up to lieutenant-cdr, (or equivalent), but there are also generous subsidiary prizes, and supplementary awards in the open section open to serving officers of all ranks who are ineligible for the limited section.

DCI (RN) T 806

New gloves

Wrens' and nurses' woolly gloves are to be replaced by a new issue made of black leather with white fleecy lining.

Later, officers are to have brown leather gloves with brown nylon lining.

DCI (RN) S 206

Hand care

Paraffin or white spirit are strong degreasants which should never be used for hand cleansing, according to the experts.

For people with dry and sensitive skins, the possibility of dermatitis can be lessened by the use of less-irritant preparations, which should be made available in work-places.

DCI (RN) S 198

Treatment

The British United Provident Association, a non-profit-making organization, was formed to assist subscribers with the cost of private medical treatment.

Group facilities offered to personnel of the Services include provision (at reduced rate) for dependants only.

Address: Group Secretary, Royal Navy Group, British United Provident Association Ltd., Prama House, 267, Banbury Road, Oxford OX2 7JB.

DCI (General) S 140

Subsistence

New rates of subsistence allowance are announced for Service personnel and civilian staff on temporary duty abroad.

DCI (General) S 138

BFPO 5

All United Kingdom forces stationed in Singapore are to use the address "British Forces Post Office 5."

DCI (General) T 190

New Institute

Officers interested in membership of the newly-formed Nautical Institute are given guidance on the regulations covering non-naval societies.

The object of the Nautical Institute is to promote and co-ordinate in the public interest the development of nautical science in all its branches, but to have no activity which would make it a trade union. The Institute has no security clearance of any sort.

DCI (General) S 130

Fees refund

Open University students enrolled for 1974 should be aware of the rules governing the refund of fees.

DCI (RN) T 775

Ski-race for mums



A ladies race for Wrens and naval wives is planned for the inter-command skiing championships in Aberdeenshire in March, as part of the Royal Navy Ski Club's aim to encourage more naval personnel to take part in this exciting sport.

In addition to the usual command teams, ships and establishments are to have the opportunity to compete.

Local hotels appear to be particularly accommodating. Besides the children (resident nanny) dogs can be taken as well.

DCI (RN) T 843

LONG-STAY MARRIED QUARTERS

A "permanent married quarter" is a possibility for ratings who would like to have a fixed base at Gosport.

The Victory Housing Society has 278 three-bedroom semi-detached houses, with no limit to the term of tenancy, except that the places must be vacated on leaving the Service or on promotion to commissioned rank.

To get on the waiting list (average time about nine months at present) write to the Secretary, Victory Housing Society (Gosport) Ltd., R.N.B., Portsmouth.

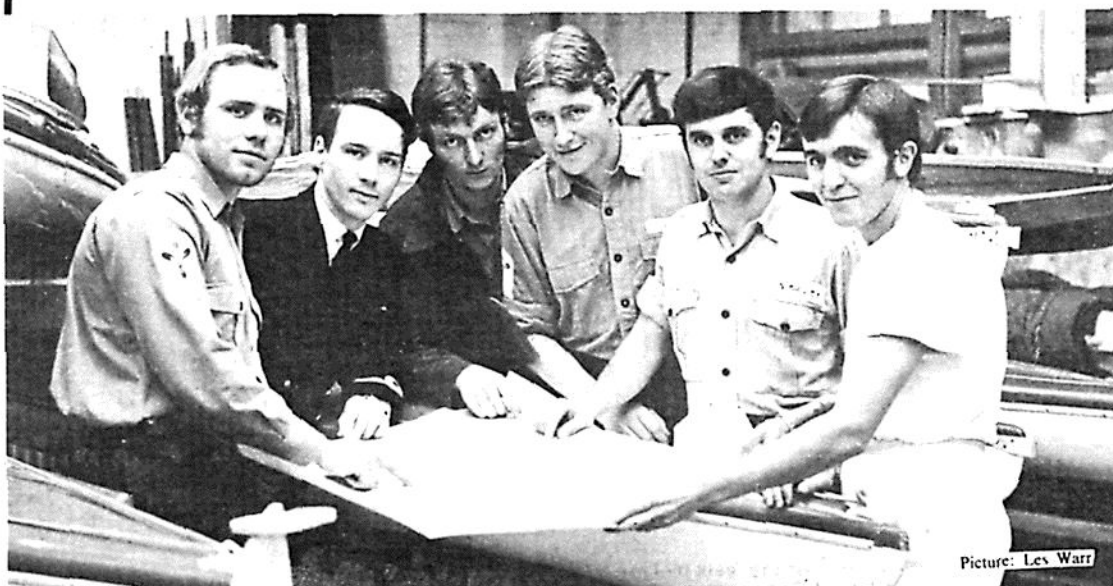
DCI (RN) S 196

Furnished houses or flats may be sought as hirings by establishments or individuals, for occupation where married quarters are not available. They may be allocated to personnel having an expectation of at least six months' further service in the same place of duty.

People interested should consult the Married Quarters Officer on the regulations involved.

DCI (General) S 146

CANOEISTS COMPLETE 250 MILES



Seen planning an eight-day canoeing expedition from Slough to Coventry and back — an overall distance of 250 miles — are six members of a team from H.M.S. Pembroke.

From the left, they are: LMEM Trevor Mulcahy, Sub-Lieut. Anthony Newling - Ward, CEMI Michael Vance, LMEM Colin Baker, LS Stephen Cragg and CK Stephen Pogacic.

Picture: Les Warr

THE PEDALLERS



Paris to Pompey

The idea of cycling non-stop from Paris to Portsmouth conjures up thoughts of getting a rather wet surprise somewhere around Calais . . . But nine officer candidates from H.M.S. St George overcame the problem by arranging to install a set of rollers on the cross-Channel ferry.

They rode three cycles (two in use and one spare) on a relay basis on December 7 and 8, being sponsored in aid of the R.N.L.I. Hampshire Rose lifeboat appeal.

The journey took 21 hours 53 minutes, at an average of just over 14 miles an hour. Pedalling was successfully maintained for two-and-a-half hours across the Channel, the ferry being delayed because of bad weather.

The project raised £140 for the lifeboat appeal, with more cash still to come in from the Fleet. The bicycles came from H.M.S. Collingwood and were loaned by the R.N. Cycling Association. In the picture (left) by C.P.O.

Dave Morris, officer candidate John Vear carried out the final time test before the departure for France. On the bike is his colleague, Tom Williams.



PORTLAND TO THE 'POOL

Two able seamen from H.M.S. Andromeda battled through rain, sleet and gales on a charity tandem ride from Portland to Liverpool, where they were to rejoin their ship. But when they got to the Mersey, the dockside was bare . . .

AB Ian Howell (left) and AB Michael Wakeling were told after their 280-mile cycle trip that the

Andromeda had been delayed at Portland — so back to Dorset they went.

The intrepid pair raised £175 for five charities, aided by members of the St Budeaux Cycling Club, Plymouth, who lent them the cycle and helped them plan the route, and by the Andromeda's ship's company, who sponsored their journey.

'ARROWS' ON CACHALOT

H.M.S. Cachalot became a "missile" submarine for the evening when the crew decided to raise some money for the Nazareth Home for Children, Plymouth.

The boat's keen darts players organized a charity "arrows" match at Devonport with members of the Devon Super League and their guests, who included Devon champion Mr. Cliff Inglis.

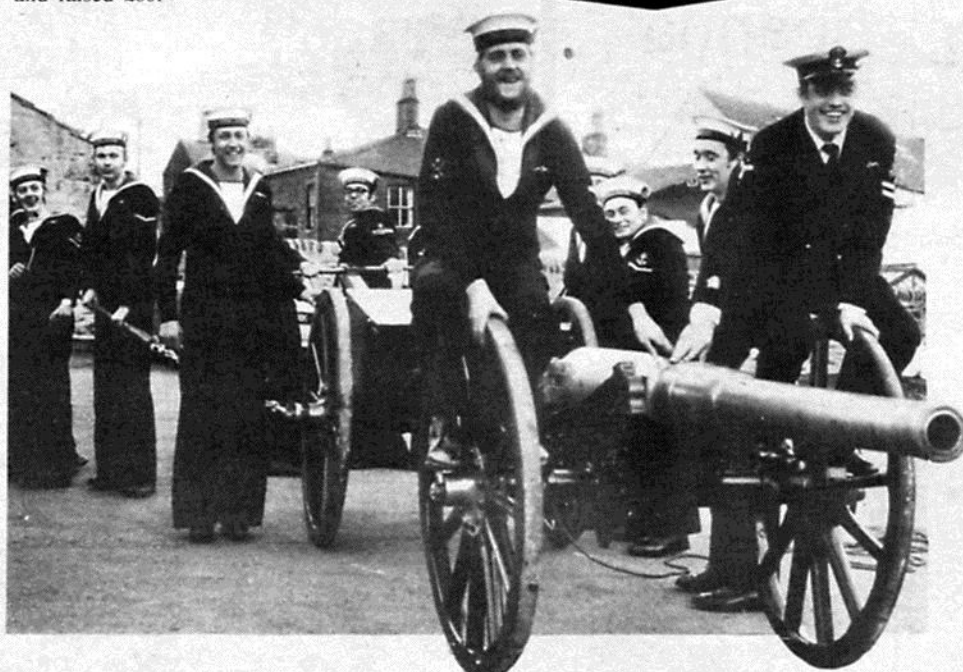
Although more than 50 crowded into the quarters they enjoyed the contest — and raised £80.

Resolution 'gun run' nets £150

Sixteen sailors — most of them Lancastrians — from the port crew of the Polaris submarine H.M.S. Resolution went on a strenuous "home run" to collect almost £150 for charity.

They towed a field gun 40 miles during a four-day trek in North-East Lancashire, taking in Colne, Burnley (which the team is pictured leaving) and Rawtenstall. Most of the money will go to the Muggoch Children's Home, Glasgow, permanently adopted by the Clyde-based submarine, and the rest to naval charities.

Picture: Evening Star, Burnley.



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Yarmouth's £400

Sponsored by their H.M.S. Yarmouth shipmates, LMEM Anthony Kelly and MEM Keith Lockley raised £400 for the Commander - in - Chief's Variety Club of Great Britain Appeal by walking from Rosyth Naval Base to Newcastle and back. They were trained for the walk by LMA Michael Spooner.

FIRE 'DRAMA' FILMED FOR THE TELLY

As a television camera whirs, two hooded and silver-suited fire-fighters "rescue" a dummy from the hulk of a burning "aircraft" at R.N. air station Culdrose.

Actually handling the dummy here is Douglas Rae, star of Thames Television's children's programme "Maggie," for which the incident was being filmed.

The idea was to feature a Search and Rescue Whirlwind Mk 9 helicopter of Station Flight in the fire-fighting role. Sub-Lieut. Nick Kidd and PO "Scouse" Fairbrother scrambled their aircraft with a portable dispenser and the two "firemen."

Then the "rescue" was carried out, with LA Pete Cobham assisting while PO Fairbrother kept the flames at bay with powder from the Fireball, a special appliance.



* 'Roll up' for *
* a swim... *

A sailor from H.M.S. Bacchante, invited to spend the day with a wealthy family at Florida's Port Everglades and to take his bathing trunks, was disappointed on arrival to find no sign of a swimming pool in the extensive garden.

The host, however, smiled and pressed a button — and an immaculate lawn slid aside to reveal a pool worthy of a Hollywood screen set.

The Bacchante went to Santo Domingo for exercises with the Dominican Navy and in December was visiting San Juan, Puerto Rico, before moving on to Bermuda for Christmas.

Earlier the frigate had provided an armed guard for the Veterans' Day parade at Charlotte Amalie on the island of St Thomas. Capt. C. N. MacEacharn, commanding officer of the ship, was the senior officer on the saluting dais.

The Royal Navy's Institute of Naval Medicine at Alverstoke now has a special link with the "oldest medical school in the world."

During a visit to the institute, Surgeon Vice-Admiral James Watt, Medical Director-General of the Navy, planted a plane tree sapling (platanus orientalis) which had been grown from a seed of the tree on the Greek island of Cos under

which Hippocrates, the father of medicine, is said to have taught 2,300 years ago.

The sapling was grown from one of 500 seeds given to the National

Fund for Research into Crippling Diseases by the islanders of Cos three years ago, and then germinated by the Royal Horticultural Society.

Beneath the branches of the large and ancient tree in the market place of Cos, Hippocrates is said to have taught the art of healing to students who came from all countries of the ancient world to sit at the feet of the master.

Bulwark's 'joanna'

Given the task of acquiring a piano for H.M.S. Bulwark, No. 848 Squadron bought and "tactically" decorated one — and soon the Bechstein-Wessex Mark 5 was en route for Valkenburg, Holland, before being transported to the Bulwark in Rotterdam.

The problem of getting it into the wardroom was overcome by lowering it by block and tackle past the commander's cabin and easing it with monumental difficulty through a hatch and into the ante-room — with relatively little damage to the ship.

Much playing and drinking later, and truly a member of the mess, the tactical piano was primed ready for Taranto Night and its first "stress" performance.

WELLS CATHEDRAL SCHOOL

Wells, Somerset

Entrance and Scholarship Tests for September 1974 will be held on 2nd March for those aged 7 to 14 years. Minimum age for scholarship is 11.

Boys and girls are invited to spend the day at the School. There are tests, interviews with staff and opportunities to show evidence of any outstanding work or attainment.

Separate arrangements are made for those overseas.

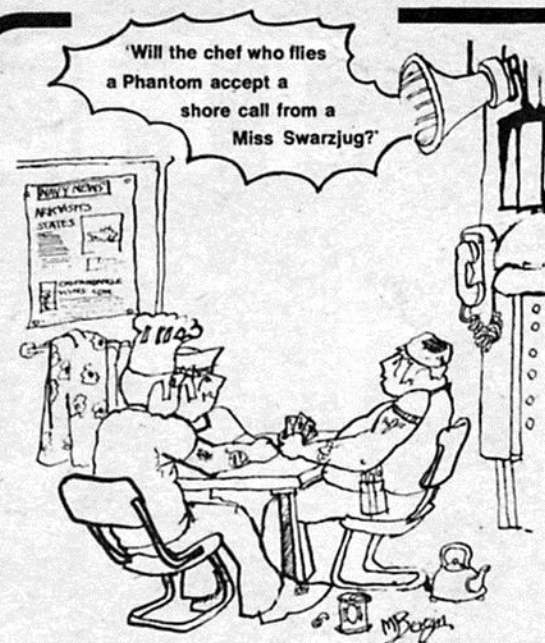
The School is a co-educational boarding school with day places.

There is a total of 270 boarders and 330 day pupils between 7 and 18, of whom 100 are in the Sixth Form. Boarders are in the majority in the Senior School.

Specialist arrangements can be made for the musically gifted.

Write for further details to the Head Master.

Bottled in Scotland for the world to enjoy



LAUGH NAVY



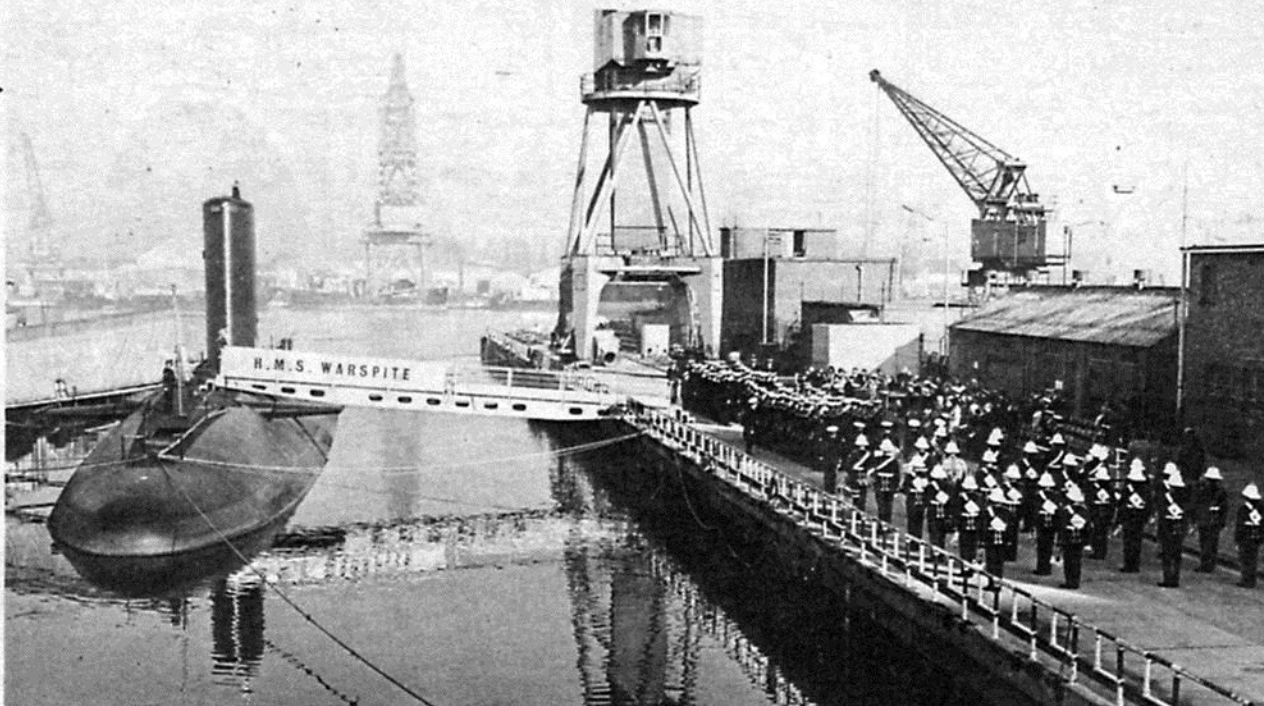
"It's a very young parrot"



CHATHAM COMPLETES A RECORD JOB

Scene in the nuclear complex at Chatham naval base as the Fleet submarine H.M.S. Warspite recommissions.

Big-refit Warspite is back



Mrs. Mary Wilson meets a member of the ship's company of the Warspite and his young daughter during her visit to the submarine.

H.M.S. Warspite has recommissioned after more than two years in Chatham naval base and the most extensive refit ever undergone by a Royal Navy nuclear submarine.

Guest-of-honour at the recommissioning ceremony was Mrs. Mary Wilson, wife of former Prime Minister Mr. Harold Wilson. She launched the Warspite at Barrow-in-Furness in September 1965.

The work on the Warspite is the final milestone before two-stream refitting — involving simultaneous major overhauls of two submarines — starts in the nuclear complex this year.

Not only was more work done on the Warspite during her refit than on any other Fleet submarine, but the most recent phase, when the new reactor core became critical for the first time and the reactor and propulsion plant was proved and tested, was carried out in record time.

The commissioning cake was cut in the junior ratings' mess by Mrs. Dingemans, wife of the commanding officer (Cdr. Norman Dingemans), and 18-year old MEM Martyn Jeffery, youngest member of the ship's company.

Among the visitors was 75-year-old Mr. John Veaty, who served in the battleship Warspite for a year on North Sea patrols after joining her at Scapa Flow in 1916.

The present Warspite is the eighth ship to bear the name, and battle honours range from Cadiz 1596 to Biscay 1944.

Following her commissioning, the nuclear submarine was sailing to join the Second Submarine Squadron at Devonport under Capt. J. B. Hervey, a former commanding officer of the submarine.

Paying for the power

The Royal Sailors' Rest at Singapore has denied the suggestion that R.N. personnel were charged extra because rooms were air conditioned, when the Sailors' Fund had defrayed the cost of the installation.

The RSR, it is pointed out, runs on very narrow margins (£1,521 loss last year), and measures had to be introduced to cut the deficit, including the levying of extra charges which, among other things, helped to pay for the power costs of running air conditioning.

"Had the Sailors' Fund not helped us so generously," said a statement from the Rest, "air conditioning units would have had to be hired, thus resulting in a far greater increase in charges."

TESTING TIME FOR GAZELLES

Three Gazelle helicopters of the Intensive Flying Trials Flight landed at the Army Air Corps Centre, Middle Wallop, to complete 2,400 flying hours and mark the successful conclusion of one of the most searching trials ever performed on a new aircraft entering military service.

Welcome gifts



Father Christmas (alias PO Ernie Read), with his gnome assistant (CPO Mike Rickard) and his chief cook (CPO Alan Edwards), from H.M.S. Intrepid, visited the children's ward of Greenbank Hospital, Plymouth, bearing some welcome gifts. They gave the children this splendid cake, with the compliments of CPO Cook Edwards, and also handed over a colour television set on behalf of the ship's company of the Intrepid.

Photo: LWREN Hilary Cramporn

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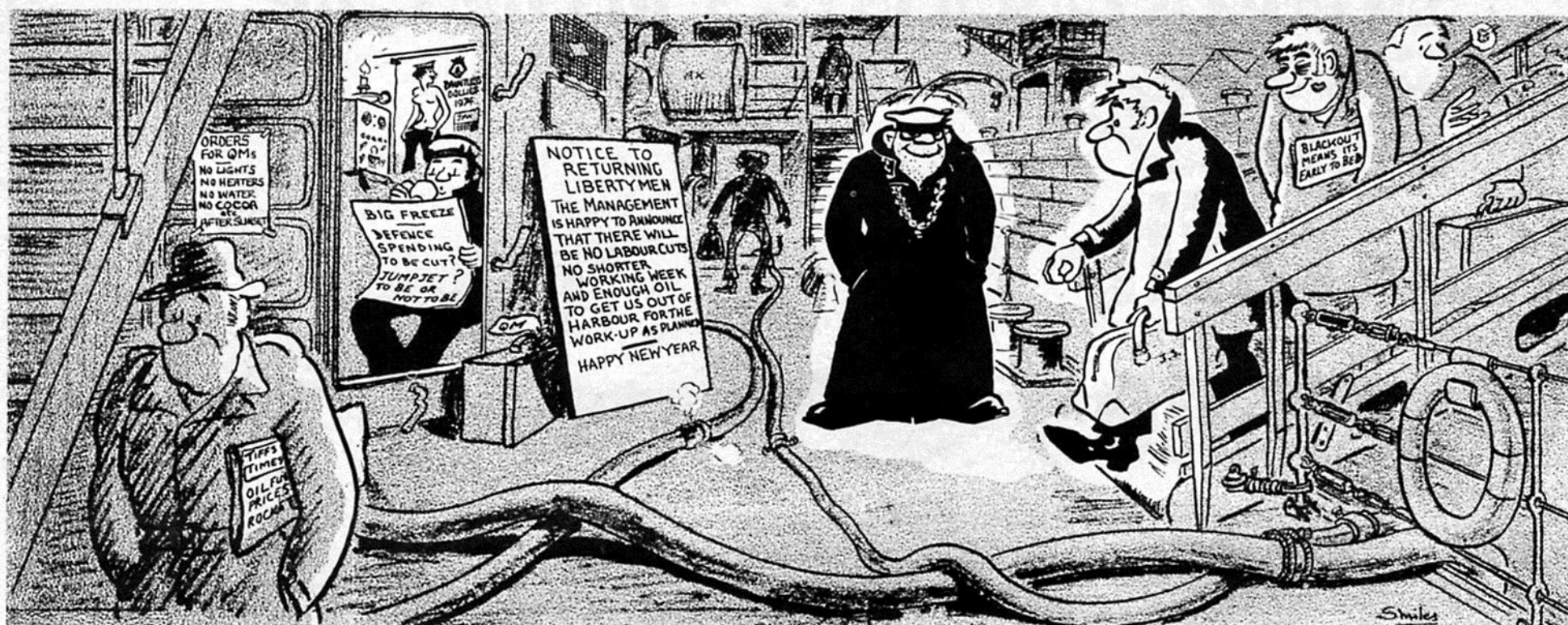
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NEWSVIEW

The rivalries of dedicated men

Royal Navy sportsmen will read on another page of the resignation of the R.N. Football Association secretary, who has "put his head on the chopping block" to draw attention to the plight of Service soccer.

An execution is a spectacular which can produce more gore than gain, and many soccer players may be wondering what it is all about. The row, though mainly confined to inner circles, is of long standing, and has generated such intensity that blood has now flown.

To assume that the victim is totally justified would perhaps be the best way to sow the seeds for the next supreme sacrifice, but the least the secretary's action deserves is a long cool look at the scene. Any sacred cows should be put with the rest of the herd until the whole situation has been assessed.

For the Navy it is exceptionally complicated. Even if manpower shortage had never reared its ugly head, a maritime occupation is not the best nursery for sport in general, giving a "backs to the wall" basis for R.N. entry into many inter-service contests.

INDIVIDUAL BIAS

There is the thorny problem of individual bias — a feature which it is impossible to eliminate, and can only be contained by an effort to equalize the size and quality of the influences involved. This indeed could be the prime need in naval sport, particularly for the mass-support games.

Soccer selectors have undoubtedly had their share of the difficulties inherent in a maritime organization, and now the followers are promised "that things are going to hum."

Such enthusiasm is a welcome and necessary ingredient, so long as it is not short-lived or out of proportion to the real need.

CHANGING TASTES

But what is the real need? The whole naval sporting requirement has been re-aligning to recreational changes in society as a whole. Nowadays, to a surprising large number of people, a worm on a hook has more immediate meaning than a Twickenham roar, though one activity by no means excludes a lively interest in the other.

More information is available for the asking, through "market research" methods, to acquire guidelines for Navy sport.

One certainty, however, will remain — that internal rivalry is inescapable amid the vigour of dedicated men, who must toe the line of accepted priorities, both of aims and means.

When justice is seen to be done, "the chopping block" can be put back in its case.

MR. BUCK'S HIGH-MILEAGE YEAR

What you told the Minister

From high up the mast of a square-rigged Sea Cadet training vessel down to an unexpected sweat beneath the waves in a submarine, the Navy Minister, Mr. Anthony Buck, has continued a policy of close association with the Service for which he holds political responsibility.

It is just over a year since he was appointed, and in that time he has packed in a remarkably high mileage, covering a great many aspects of Service life.

Now that he has seen more of the Royal Navy and its people, and heard more, what are his conclusions about the life and needs of the Service?

Well, he learned a good deal about the rigours of Navy life when he called on H.M.S. Odin in the heat of the Far East.

Mr. Buck arrived on the submarine by helicopter, and had a laugh about his entry. "The 'drop' was done by the Royal Air Force," he said, "and their methods are rather different from those of the Navy. Instead of going down solo, I found myself locked in the firm embrace of a flight sergeant!"

The air conditioning went wrong, and for a day the submarine felt like an oven until the fault was fixed.

"It was an illustration of the rugged physical conditions which from time to time confront the men," said Mr. Buck, "but despite everything, they did various exercises with skill, efficiency — and a splendid good humour."

Pay and jobs

This seemed to be a good point to mention PAY.

"Yes indeed," said the Minister. "Sailors have talked to me about pay, though usually in a jocular sort of way."

"However, they will have seen the pledge by the Secretary of State for Defence, Lord Carington, that everything possible will be done for the Forces in Phase III of the incomes policy."

"That of course carries my whole-hearted support, especially in seeing what can be done as recompense for 'unsocial hours'."

A sailor's finances are not only bound up with pay scales, but with the speed he can advance to better jobs.

Mr. Buck said that career structures were the subject of constant study, and he became involved when the Second Sea Lord presented papers to the Admiralty Board.

His travels and discussions in ships had made him well aware of "problem" areas. He hoped

that the creation of the new Operations Branch would be welcomed as part of the continuing process of matching careers to modern requirements.

Separation

Did he hear much about SEPARATION? The Minister thought there was a basic acceptance that the nature of the job involved separation.

"All the same," he said, "the whole efficiency of the Fleet depends on the contentment of the men and their families, and much is going on to improve family life."

"Operational commanders are organizing ship movements to keep separation to minimum proportions, and to reduce turbulence."

"It is necessary to get the social supportive mechanism right, and early in the New Year I hope to make a statement on Family Welfare, resulting from the Seeborn Committee investigations."

Mr. Buck was pleased with the success of the Navy's house-purchase assistance, but understood that soaring property prices had now introduced difficulties.

"This is a problem which affects everybody," he said, "but we are certainly watching

the situation to see if anything can be done."

And what about HAIR?

It is a question which at almost any level is met with a somewhat embarrassed smile.

The Minister, sporting his own modern but neat style, was quite clear where he stood. He believed that a man should be able to express his personality in his appearance — but bearing in mind limitations which might result from his working environment.

With perspiring memories of that steamy spell in the Odin still much in his mind, he couldn't really see that shoulder-length hair could ever be acceptable.

"But one has only to look around any mess or wardroom," he said, "to see that there has been a march with the times."

"In this problem, commonsense has got to prevail, and in the camaraderie and robust good humour of the Royal Navy, I haven't the least doubt that it will."

SUB. VISIT DISCUSSION



"Well, I'm not sure about that one," the Navy Minister (Mr. Anthony Buck) seems to be saying when caught by the camera at a good-humoured discussion on board H.M.S. Odin.

Mr. Buck had ample opportunities to meet the crew during his 24-hour stay in the submarine.

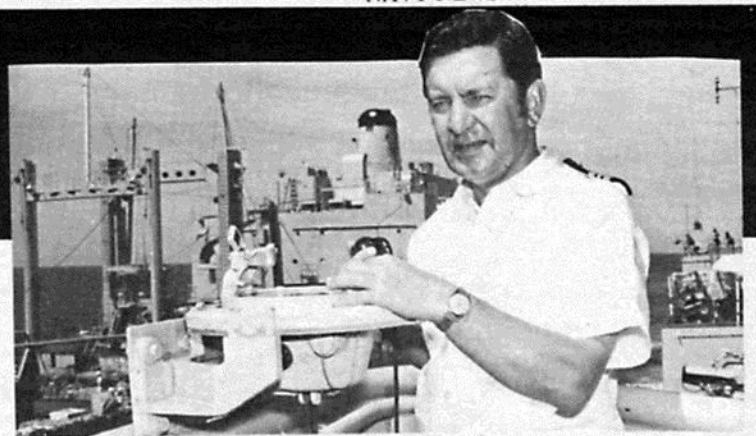
The face and voice of Richard Baker, newscaster and broadcaster, are known to thousands of television viewers. Not so familiar is the sight of Richard Baker, Lieutenant-Commander, Royal Naval Reserve, in flying suit and helmet, swinging in the breeze half way between helicopter and nuclear submarine...

This was just one of his experiences during two-and-a-half weeks of training on board H.M.S. Tiger, between Singapore and Mauritius.

As well as his naval duties, he was kept busy interviewing members of the ship's company for "home town" stories for local radio, and taking part in radio programmes on board.

He also wrote this article -

HERE IS THE (NAVY) NEWS...



It's not every day that a newscaster gets a chance to step out from behind his desk on to an uninhabited island in the Indian Ocean, but that's what happened to me during my period of training in H.M.S. Tiger.

By courtesy of "Crab-air," I joined the ship in Singapore on the homeward leg of her Far East deployment and, before I'd had time to renew my acquaintance with the dubious delights of Bugis Street, the ship sailed for Mauritius and I embarked on a vigorous programme of visits to all the ships in the task group.



H.M.S. Tiger in the lagoon at Diego Garcia.

(The group led by the Tiger at the time consisted of H.M. submarine Dreadnought, H.M.S. Rhyll and the RFAs Regent and Tidespring.)

I travelled in "cabs" kindly provided by the Airy Fairies of 826 Squadron, who inhabit the after end of the Tiger. It's a vaguely alarming experience the first time you descend on the high wire to the dock of a rolling ship, but when the time came to be lowered into the fin of H.M.S. Dreadnought I was getting quite used to it: though I admit there was a nasty moment when I left the submarine.

Acrobatics

My flying harness got hitched up on something just as I was about to be hoisted aloft, and I had a passing vision of the Dreadnought becoming air-

borne, with me as the hoisting shackle.

My two days and night in the Dreadnought revealed, rather to my surprise, how cheerful life can be several hundred feet below the surface. I soon got used to groping around in dim, red lighting and I even managed to insert myself with middle-aged acrobatics into a bunk above the beer barrels in the fore ends, but it would have taken more than a couple of days to learn how to handle the "planes."

I did have a go for a while, but when we got to hovering uncertainly between 50 feet above and 50 feet below set depth, I was, for some reason, relieved.

I did rather better — I think — when the Tiger was doing a RAS with RFA Regent, and I coned the ship for a time.

By some miracle all went well, and I was able to keep the distance line around the 100ft. mark for about an hour. Then, suddenly, our stern swung in (quite unfairly I thought) and when someone was seen to fling a packet of fags across to the Regent, the Tiger's captain came out with a few short sharp words. I didn't blame him.

Hard work

For the most part, during my visit to the "fleet" things were pretty friendly. The frigate Rhyll reminded me of my days at sea in the Western Approaches on convoy escort duty in the Second World War (can anyone be that old?) and I had the pleasure of listening to some of the amusing tapes produced for the ship's "Hello, Sailor!" show.

And in the RFAs there was the interest of seeing how they store every conceivable kind of thing for the Fleet, as well as the pleasure of meeting one or two wives on passage.

Wherever I went I was impressed by the amount of hard work being done — on that leg from Singapore to Mauritius, with its constant succession of exercises, there's no doubt the taxpayer was getting value for money.

Danger Island

We had a day's break in Diego Garcia, the isolated Indian Ocean atoll where American Seebies are constructing a communications station, and 16 R.N. people keep them in order — literally, for it's a British island and the two-and-a-half ringer is Governor as well as Postmaster General, and the Master at Arms (a young fellow from Yorkshire) is Justice of the Peace. And very well he keeps it too.

It was during this Diego Garcia visit — where we offloaded large quantities of beer for the lads ashore and some of us on-

loaded a drop or two as well — that a party of us visited Danger Island.

Piloted by Lieut.-Cdr. Ken Harding, CO of 826 Squadron, we set off to plant the Union Flag on an even lonelier spot than Diego Garcia, some 90 miles distant and completely surrounded by a coral reef so dangerous that it's believed no one has landed there before.

With captain's secretary Lieut. Graham Stoddart-Stones and ship's phot. LA Bob Stanyard, I was winched down on to a beach of white sand ("One small step for a man, one big drop for mankind!")

And there, on November 1, 1973, we claimed the island for Her Britannic Majesty, although (don't breathe a word) it was already marked "Br." on the chart.

Three days after Diego Garcia, and after we'd survived an Admiral's inspection and Divisions, there was Mauritius, which proved a better run ashore than we'd been led to expect.

In fact, it's a beautiful place; there's a good deal of feminine company, and those who enjoy water sports had a ball.

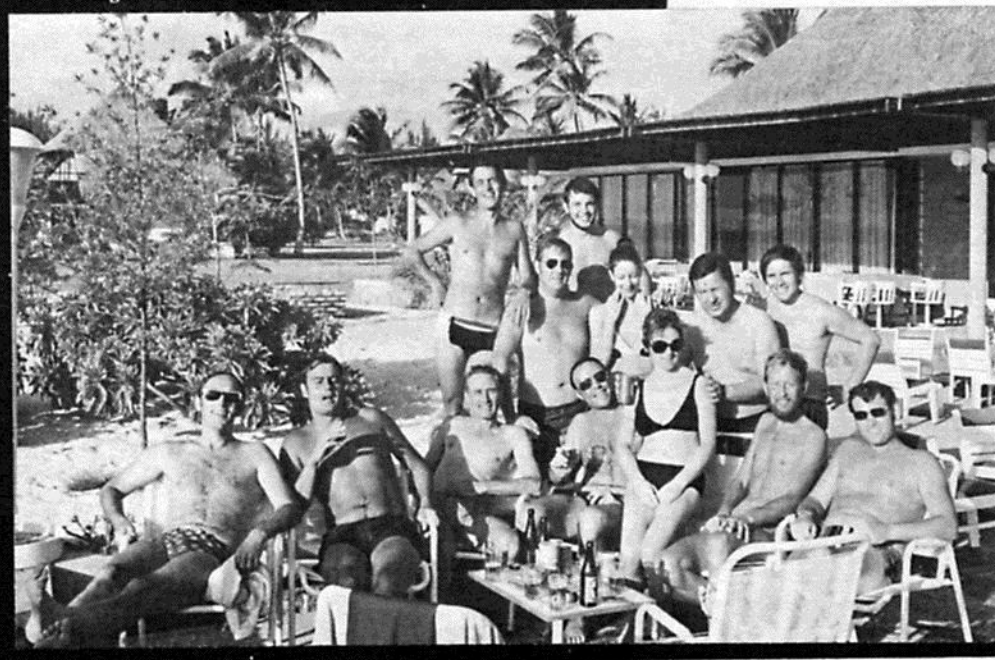
Much too soon my time with the Tiger expired and it was back from Mauritius (80 degrees) to the U.K. (38 degrees) — and back to the newsdesk. Strikes, fuel shortages, traffic jams, disastrous trade figures, bad tempers, long hair, long faces and, just before I began this paragraph, I was called away to announce a State of Emergency.

Frankly, I'd rather be back with the Fleet.

RICHARD BAKER

Above: Cdr. Paddy O'Riordan, commanding officer of H.M.S. Dreadnought, looks happy enough, but it's doubtful whether there was a smile on Richard Baker's face during this "high wire act!"

Below: This is the life! A party of communicators from H.M.S. Tiger relax on the island of Mauritius, with Richard Baker and a couple of pretty holiday-makers.



ALL BARK AND BITE

Trials at the Woomera rocket range in Australia, and aboard H.M.S. Penelope, have confirmed Britain's lead in a vital area of naval defence.

The British Aircraft Corporation has disclosed that the Sea-wolf defence system meets one of the most demanding technical specifications ever laid down for a missile system, and has been achieved by breaking new ground in missile and radar technologies.

During the trials, the Seawolf successfully engaged a variety of missile and aircraft targets, including missiles flying at supersonic speed.

The quick-action fully-automatic Seawolf, which is suitable for frigates as well as larger ships, provides unique

capability, especially against high speed anti-ship missiles.

Designed for easy installation and reliability, the system includes a six-barrelled, hand-loaded, auto-controlled launcher, and incorporating new-generation radar, television, and fire-control equipment.

First complete installations are expected to be in the Type 22 frigates, contracts for which are awaited.

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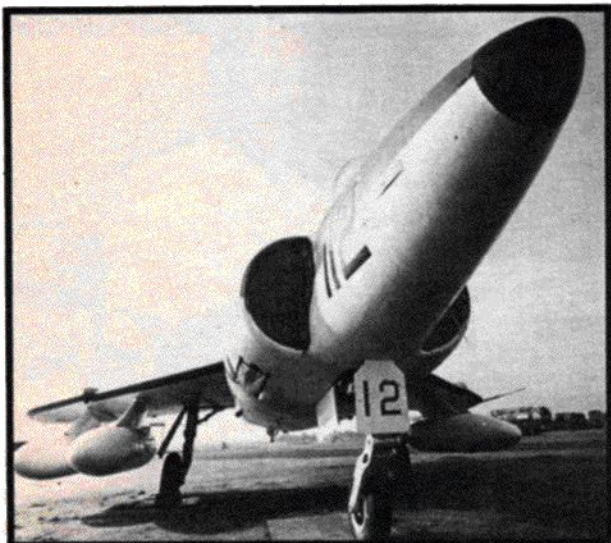
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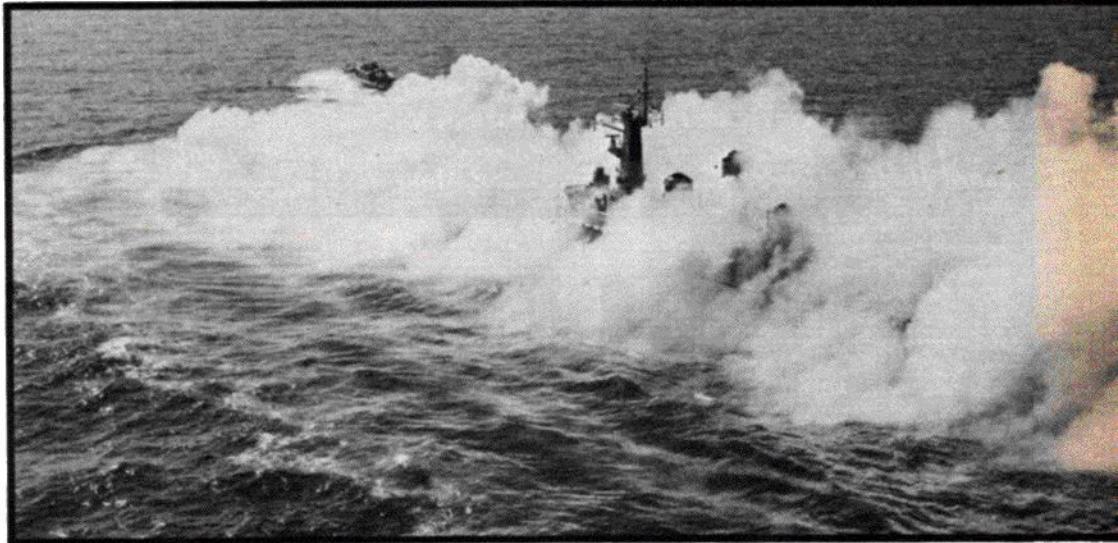
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Nosy Parker

An aircraft with an "Oh grannie, what a big nose you've got" look about it, artificially created with the help of a very wide angle lens. Very well thought out, and aptly titled, "Nosy Parker."

— L/A Wicks



Peregrine Trophy attracts 800 entries

IN FOCUS

"Closed up" in the ops. room may not seem like a good opportunity for colour work, yet black-and-white technique could never have equalled the sense of tension and urgency portrayed in this scene.

— L/A Casaru

Day they met the Duke

"Are you the boss?" says the title of the entry, and it does appear to be the kind of question the very assured young lady could have put to the Duke of Edinburgh. A delightful picture by any standard.

— L/A Howton



WORK OF THE WORLD-WIDE PHOTS.

Eight hundred pictures of all kinds, packed round the walls and display boards at H.M.S. Excellent, formed the best possible demonstration of the professional skill of the Royal Navy's Photographic Branch.

The collection consisted of the entries for the branch's major competition of the year — the Peregrine Trophy — and was praised by the judges both for technical excellence and imaginative approach.

Great strides have taken place in recent years in the quality of naval photographic output, and at no time has it been more in evidence than in the leap to 800 Peregrine entries, compared with fewer than 200 in 1972.

The officers, ratings and Wrens of the Photographic Branch, numbering in all about 170, come under FONAC as part of the Fleet Air Arm, but are recruited from all categories of the Navy.

Probably few could claim the same level of job satisfaction as the "phot," one example of their enthusiasm being the standard of contribution to Navy News.

They serve, world wide, in every department of the Service, their duties ranging over such areas as air reconnaissance, weapon recording, hydrographic pictures, submarine work, public relations, and recruiting.

One day they may be using all their skill in arrangement and lighting to show by camera record the evidence from a piece of equipment which crumbled, and the next standing alongside Royalty.

To give an idea of their work — men with cine equipment were on the spot during all the "cod war" incidents which involved the Royal Navy, and a phot. was aboard the Britannia for the Royal honeymoon.

Entry to the Photographic Branch is from those who have passed for leading rate

(Wrens can join at an earlier stage). The branch has its own structure up to fleet chief, with a PO expectancy by about the eighth year, and CPO at 14 years.

Details are in BR 1066 article 1520, explaining the educational and other requirements, but it is not so easy to define the special qualities which the phot. has to possess.

Besides the ability to master the technicalities of the camera, he must have imagination, initiative, and the temperament for the "big occasion."

He has to be stimulated, not overawed, by VIP presence or historic moments. Often on a great parade he will be the only one moving, seeking to capture the spirit of the scene in his "box."

After his stint in the Service, the phot. usually finds himself with another advantage from his career choice — a ready made civilian "ticket" — his training and experience being very much welcomed "outside."

Smoke 'waves'

At first glance it looks like a warship overwhelmed by stupendous seas, but the "waves" are only smoke while everyone on board closes down to battle state. An unusual shot giving a glimpse of the real thing.

— L/A Forbes



Crash drama

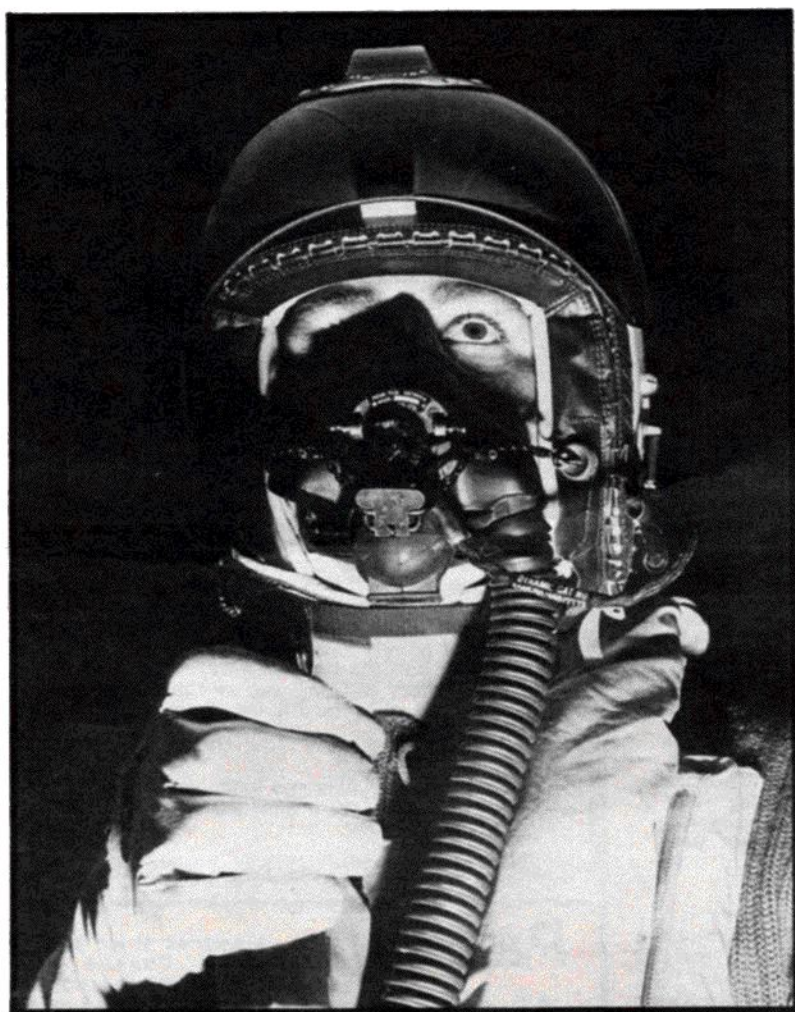
A sea drama picture which can have few equals for spell-binding horror at the thought of that great monster of a tanker ploughing almost through the smaller ship.

— L/A Stanyard

es

A winner all the way — according to the judges. They were impressed by the expert use of lighting, that hypnotic eye, and the atmosphere of tension and drama providing an arresting entry.

— L/A Holdgate



HONI SOIT...

A touch of humour (especially involving top brass) is bound to make a popular entry, and this one certainly had the judges chuckling. Did the ladies know what they were standing beside? Who knows, but for the photographer it was an opportunity no one could resist.

— L/W Jackson



Heron takes trophy

Results of the competition were as follows:—

Peregrine Trophy (on a team basis this year) — R.N. Air Station, Yeovilton.

Individual placings — 1, L/A Holdgate (Yeovilton); 2, L/A Burnie (Neptune); 3, PO Wood (Ark Royal); 4, L/A Stanyard (Tiger); 5, L/A Bridge (Fearless); 6, L/A Howton (Excellent); 7, L/A Wicks (Yeovilton); 8, L/A Holdgate (Yeovilton); 9, L/A Forbes (Portland); 10, L/A Beards (Blake); 11, L/W Jackson (Depot R.M. Deal); 12, L/A Green (Daedalus).

Highly commended — L/A Beards (Blake), PO Carver (Dolphin), L/A Weatherall (Warrior), CPO Stott (D.P.R.N.), L/W Walker (D.P.R.N.), PO Farrow (Excellent), L/A Weatherall (Warrior), PO Hobden (R.M. Poole), PO Hutton (Daedalus), and CPO Dalby (Dolphin).

The colour transparencies were not regarded as reaching prize-winning standard, but the following were highly commended — L/A Casaru (D.P.R.N.), L/A Wicks (Yeovilton), and a third entry also by L/A Casaru.

Marriage lines



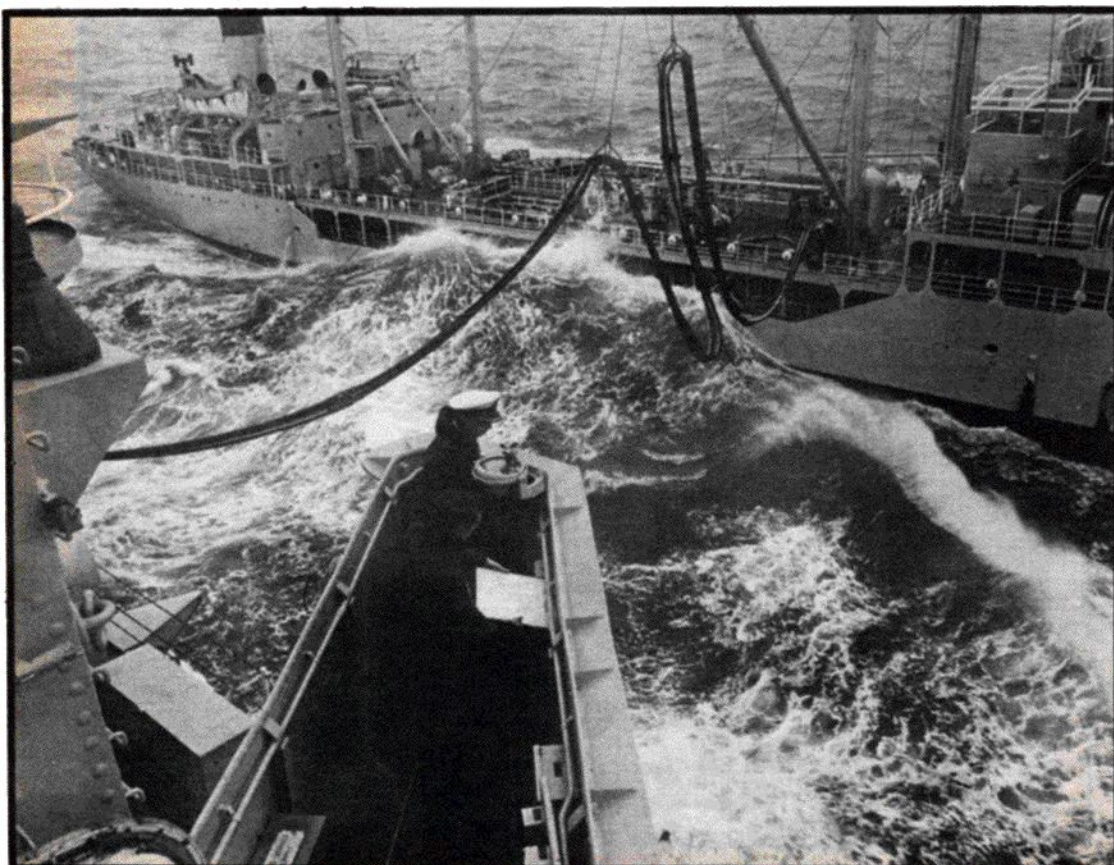
Lively R.A.S.

The flying bridge pointing up into that surging wave gives a fine sense of composition to this exciting study of refuelling at sea in somewhat lively conditions. The photographer had chosen the exact spot to get his winning shot.

— L/A Beards

Wedding picture with a difference — the bridegroom all wrapped up in his emotions while the bride gives a wink and displays her marriage lines. A bright touch of originality.

— L/A Burnie



NAVY NEWS IN BRIEF

The ship's company of H.M.S. Berwick transferred to H.M.S. Lowestoft, which had just completed a refit at Gibraltar, and sailed the ship back to the U.K.

H.M.S. Sultan won the Portsmouth Area cookery competition 1973. Runners-up were H.M.S. Collingwood.

A trawler and H.M. submarine Andrew were engaged in an unscheduled "tug-o-war" when the Andrew became entangled in the trawler's nets off South Devon. The trawler was dragged backwards until the submarine surfaced and the nets were untangled.

Two parties of Sea Cadets from H.M.S. Mohawk's "adopted" unit, TS Mohawk (Blackburn) each spent a training week in the ship. The Mohawk was doing trials and shakedown before going to Portland for inter-refit training.

AID FOR BLIND

H.M.S. Dolphin, Gosport, has sent £130 to the Royal Commonwealth Society for the Blind to finance, for six months, one of the society's "eye camps" in India.

Thirty-four sailors and four Wren trainees from H.M.S. Daedalus spent a community-aid week-end at a holiday home for handicapped children at Hayling Island. The ratings worked in the gardens and decorated the home inside and out, while the girls entertained the children and prepared meals for the men.

Dover Sea Cadets went on board H.M.S. Lynx in harbour and some spent half a day at sea during the ship's visit to the port.

Among those welcomed on board H.M.S. Leopard during a "Meet the Navy" visit to Falmouth was Miss Cornwall, Dawn Philpott.

H.M.S. Kent visited Antwerp as part of Britain's contribution to the month-long Europa Festival, which each year features the arts and cultures of a Common Market country.

Two officers and six ratings from one of the Hong Kong Squadron's patrol craft, H.M.S. Beachampton, removed part of a collapsed footbridge blocking a harbour approach on the island of Po Toi, used as a retreat during typhoons.

ON TARGET

AB David Worden, of H.M.S. Argonaut, was presented with a target aircraft's propeller after proving his accuracy as a missile aimer during the ship's Seacat firings.

Fifty up (and down) for Repulse

When H.M.S. Repulse — Britain's second Polaris submarine, which came into service just five years ago — completed her 50th patrol, members of the crew decided that they should do something special to mark the occasion.

So on her return to the Clyde Submarine Base the Repulse was wearing a skull and crossbones flag and a giant "Golden Jubilee" clip around her fin!

From "Letters to the Editor"
December, 1973

Often I wonder who the whimsical Bernard Campion is. One thing I know, he has been a sailor.
Sailor's Mum
Skegness, Lincolnshire.
You'd recognize Bernard anywhere — big black beard, yard across the chest, hair billowing from his open shirt, and a wicked twinkle in his eye at every comely wench.

CUTE — BUT

NOT HIRSUTE!

A hearty "ta" to "Sailor's Mum" —
She's welcome to my tot of rum
For her endearing Christmas card
In NAVY NEWS to Plymouth's Bard.
As she suspects, I did my stuff
When Service life was rather rough
(The regiment I served in then
Had wooden ships and iron men),
And more than once some foeman's whim
Made sure that I was "in the swim" . . .
I'm just a morsel mystified
To learn my chest is "one yard wide,"
It also takes this bard aback
To hear my beard is thick and black —
However much I've misbehaved
My jaws are always closely shaved.
I must confess I can't deny
I've always had a roving eye
For all that peerless pulchritude
With which the ladies are imbued,
And if Mum's lucky sailor lad
Gets half the fun I've always had
Throughout my long and mirthful time
He too will find the life sublime . . .

Bernard Campion

* Thirty-two years ago today (December 10) I was swimming for it after the Prince of Wales went down!

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Full details from your canteen manager

To thank her for 25 years' service to Naafi, Miss Frances Edmunds was presented with a bureau and a framed testimonial from Naafi, and a cheque from R.N.B. Portsmouth, presented by the executive officer, Cdr. K. H. Dedman.

A cake made on board H.M.S. Lincoln and given to Chatham dockyard employees to thank them for repairing damage sustained during Icelandic patrols, was presented to the children's ward of the Medway Hospital.

Members of the ship's company of H.M.S. Antrim raised almost £1,000 for charities during a nine-month tour of the Far East. Their efforts included a three-hour marathon around the deck.

About 35 members of the 1st Bispham (Blackpool) Company of the Boys' Brigade, with their captain and his two daughters, visited H.M. ships Nubian and Leopard at Rosyth.

While working in the Portsmouth area, H.M.S. Nulton was called to help the R.A.F. sail training yacht Lord Trenchard, which had broken her mainmast near Guernsey.

Twelve sailors from the survey ship H.M.S. Hecla accompanied Father Christmas to the party of the ship's adopted school at Westoning, Beds. Since the Hecla sailors last visited the school in April the ship has carried out survey work of the ocean floor in the North Atlantic.

A class of junior radio and electrical mechanics (air) from the Air Engineering School, H.M.S. Daedalus, spent a short sea training period in H.M.S. Bulwark as part of basic technical training.

Passing time in Phoebe

Memories of ice patrol for H.M.S. Phoebe. Two "impromptu" concerts were given on board to help pass the time during off-duty moments. When this picture was taken members of the Marine Engineering branch were presenting their version of several well-known songs. Left to right are LMEM "Ginge" Lees, LMEM "Georgie" Best and MEM Mick Doyle.



Photo: LA(Phot) Stewart Kent

Let's escape into the past...

NEW ON THE BOOKSHELF

IN BRIEF

"The Dawn was RED," by Captain Alaska, published by Arthur H. Stockwell Ltd. (price £1.95). Yarn written against the background of the rise of Communism in Russia.

★

"Maritime Survey 1974," the Navy League's annual review of affairs of the sea, and including a diary. Price £1.50.

Mr. Samuel Pepys is a little late this year. Seven volumes of the latest work on his Diary have now appeared, but publishers G. Bell and Sons say that the eighth — and longest so far — will not be ready until the spring.

A deeper interest in the past than in our future is a conclusion which could be drawn from the great mass of books which appear on the shelves.

Perhaps it is that the uncertainty of the present drives mankind to seek some sense of stability from his roots, and from the facts of his history which cannot be assailed.

A fascination with ship modelling allows an escape from the fears about tomorrow's fuel to romanticized ideas about billowing sails, the rolling main, and swashbuckling heroes.

No greater favourite among the modellers can be found than the Golden Hinde, which is the subject of a charming volume edited by Arthur L. Tucker and published by Conway Maritime Press Ltd. (price £1.80).

All the drawings are included in "Modelling the Golden Hinde" with complete detail on the construction, as well as historical notes and a contribution on the Appledore replica of Drake's famous ship.

Changeless

The latest in the Past-to-Present series published by B. T. Batsford Ltd., is "The Navy," By T. K. Butcher (price £1.50).

Although the Royal Navy is a comparatively recent development, the author quotes an Anglo-Saxon poem which indicates the changeless relationship with the oceans —

"Passionate longing maddened
The heart of sea-weary men. . ."

The book takes its place competently among the companion volumes, being well illustrated and as detailed as could be expected in such a vast condensation of fact from the Vikings to a nuclear submarine.



Gervis Frere-Cook, curator at H.M.S. Dolphin's submarine museum, and author of "The Attacks on the Tirpitz."

Sea battles

The Second World War continues to be fought and combed-over in printers' ink, to meet an important part of the looking-back readership taste.

Two new books are available from Ian Allan in the "Sea Battles in Close-Up" series. Each is priced at £2.10.

Former submarine commander Gervis Frere-Cook, now curator of the Submarine Museum at H.M.S. Dolphin, has produced "The Attacks on the Tirpitz" — a carefully researched record from official documents on both sides of one of the most remarkable stories in naval history.

This success for British arms and ingenuity is accompanied by Captain S. W. C. Pack's "The Battle for Crete," describing the disaster which stunned the British people at a time of continuing setbacks.

Defeat inevitably arouses much more "Why?" than success, and Captain Pack, while dealing mainly with the naval aspect of Crete, gives a good stir to the sediment in the pond, in pointing to failures and circumstances which brought such tragedy.

Camouflage

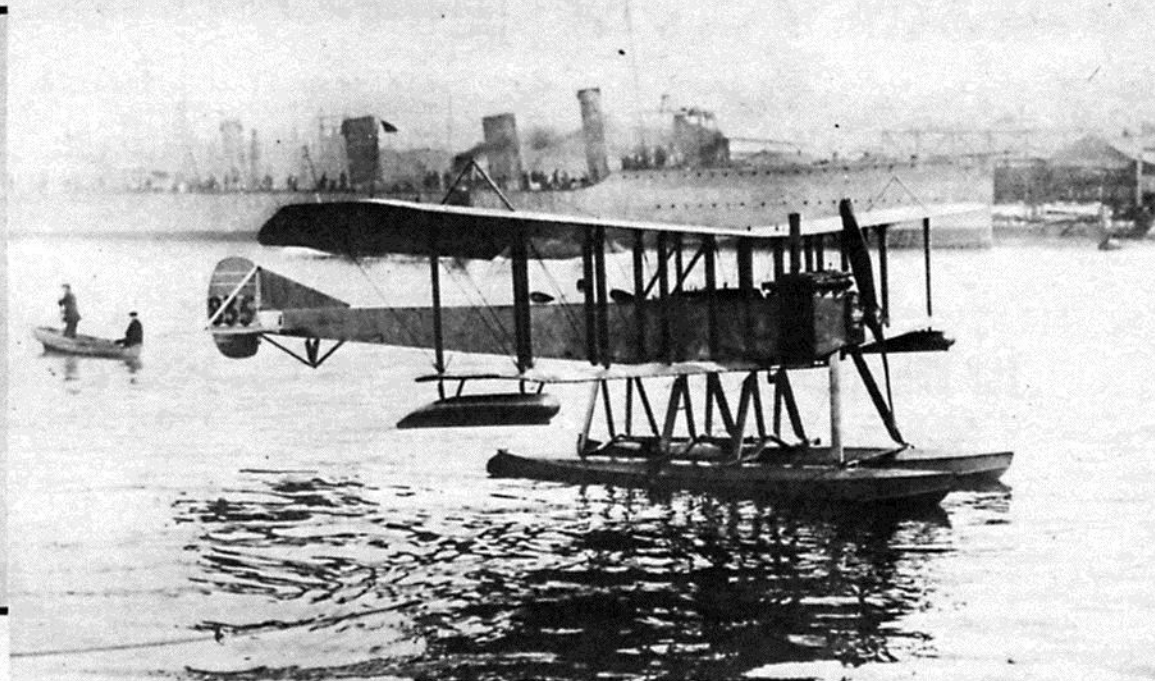
From the same era comes a more unusual subject in "Royal Navy Warship Camouflage — 1939 to 1945" by Peter Hodges (Almark Publications, price £2).

Just how important was the subject of conceal-

Patrol seaplane

The Admiralty Type 840 seaplane, built by J. Samuel White's for the Royal Naval Air Service in 1915. Powered by a 225 h.p. Sunbeam engine, it could carry a torpedo slung between the floats, or two 112lb. bombs. Armament could be a Lewis gun, or the little-known Paradox (double-barrelled shotgun with partially-rifled barrel to impart spin to the ball ammunition).

Sea planes of this type for more than a year carried out anti-submarine patrols in the Channel and North Sea until more sophisticated machines entered the war.



ment may be judged by the story of the ill-fated convoy PQ17. After the "scatter" order, some remnants escaped further onslaught by hugging the very edge of the pack ice.

They went undetected because the commanding officer of their escort, H.M.S. Ayrshire (Lieut. L. J. A. Gradwell, R.N.V.R.) "had the wit to order them to cover their south-facing topsides with every available drop of white paint."

In America

A new look at the Royal Navy's diligence in events leading to the American Revolution comes in "The Royal Navy in America, 1760-1775," by Neil R. Stout, a U.S. Naval Institute publication available in U.K. through Patrick Stephens Ltd. (price £5.95).

One notes somewhat wryly how little circumstances change. The Governmental "reluctance to provide for the Navy's manpower and ship requirements" has a familiar ring, as also the furore over the loss of the tiny schooner Gaspee commanded by a lieutenant — the equivalent perhaps of today's Ton class.

As now, the little fellows had a prominent role "at the sharp end."

The book has been produced in the style of a facsimile, without illustration, and though a scholarly volume carries a somewhat stiff price.

Wight aircraft

Yesterday's machines are now hallowed with a special affection, among them the relics of pioneer aircraft.

The name of J. Samuel White, although so well known in the past as warship builders, also deserves to be remembered for the part played in the aviation scene.

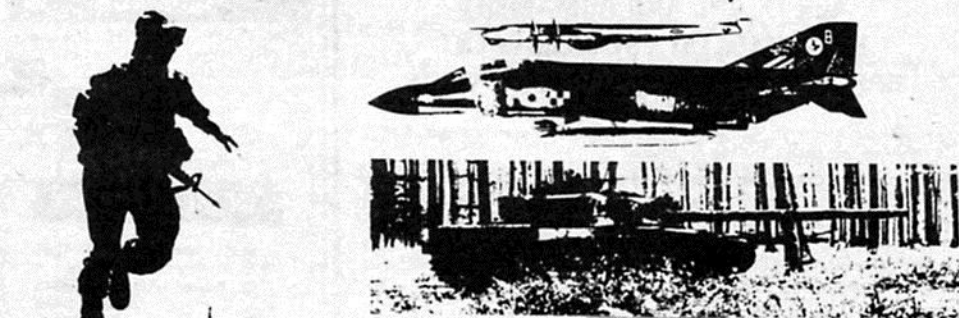
As an obvious labour of love, Michael H. Goodall has pieced together "The Wight Aircraft" — the history of the aviation department of J. S. White's from 1913 to 1919. It is published by Gentry Books (price £6.50).

Somewhere in an attic at Cowes is probably a picture of the Triplane Flying Boat, but to Mr. Goodall's great disappointment he was unable to trace a copy.

However, he need not be too disconsolate. His efforts have produced more than enough to satisfy all who find delight in his book.

Battle

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Analysis of defence policy and strategy
The tasks and responsibilities handled by today's service personnel
Famous ordnance, past and present
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New books on military matters reviewed
Readers opinions, an outspoken correspondence column

Battle will be 64 pages with at least 16 pages of full colour. Make sure you have your order in with your newsagent for D day February 25th.

BRITAIN'S Battle POWER

As a foretaste to 'Battle', at the end of December comes 'Britain's Battle Power', an Ian Allan Magazine Special which will scrutinise the latest weapons in the armoury of Britain's defence forces. Packed with pictures, black and white and colour, plus expert reporting, the price will be 35p.

IAN ALLAN

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— their tales are told

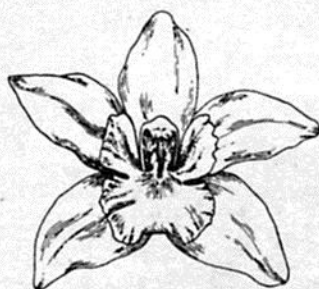
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Admiral Sir Derek Empson

NAVHOME's new C.-in-C.

Next 'Second'
also named

Admiral Sir Derek Empson has been named as the next Commander-in-Chief Naval Home Command and Flag Officer Portsmouth Area, and he is to be succeeded as Chief of Naval Personnel and Second Sea Lord by Vice-Admiral David Williams.

After joining the Service as a naval airman in 1940, Admiral Empson was a Fleet Air Arm pilot during the war and as a lieutenant-commander commanded Nos. 767 and 814 squadrons.

Later appointments included command of H.M.S. Apollo and the aircraft carrier H.M.S. Eagle, Flag Officer Aircraft Carriers and Commander Far East Fleet.

He has been Chief of Naval Personnel and Second Sea Lord since December 1971, was promoted admiral in 1972 and takes up his new appointment in July.

Vice-Admiral Williams was Mentioned in Despatches during the last war for services in H.M.S. Quadrant, and his appointments have included command of H.M. ships Jewel and Devonshire and captain of B.R.N.C., Dartmouth.

He was Flag Officer Second-in-Command Far East Fleet and then Flag Officer Second Flotilla before taking up the appointment of Director-General of Naval Manpower and Training. His new post as Second Sea Lord takes effect in May.

In 1973 he became Vice-Commodore of the Royal Naval Sailing Association.

FLAG OFFICER SUBMARINES

Vice-Admiral I. G. Raikes is to be Flag Officer Submarines and Commanding Officer Submarines Eastern Atlantic Area in June.

Between 1941 and 1952 he commanded five submarines and won the D.S.C. in 1943 for patrols in H.M.S. Saracen in the Mediterranean. In 1960 he took command of the frigate H.M.S. Loch Insh, and other appointments have included Director of Plans and

MARRIAGE

LONGSTAFF-TOWERS. The blessing of the marriage between POSA Peter Longstaff, of H.M.S. Tamar, Hong Kong, and Miss Christine Towers, of Mowden Park, Darlington, took place on Saturday December 29, 1973, in St John's Church, Yarm Road, Darlington.

IN MEMORIAM

H.E. Todd. PO J981297. H.M.S. Dryad. November 6.
M. Baker. REA1. D076845. H.M.S. Inskip. November 15.
P. D. Poole. ELMN(A)2. F923958. R.A.F. Lossiemouth. November 19.

Inst.-Lieut.-Cdr. M. Evans. R.N. (ret). December 1.

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Vice-Admiral David Williams

Bay, Galatea and Ark Royal, he became Flag Officer Sea Training in 1972.

PROMOTED REAR-ADMIRAL

Capt. David Hepworth, Director of Naval Warfare, is to be promoted rear-admiral on July 7. He joined the Service as a 16-year-old boy seaman in 1939, was commissioned six years later and subsequently commanded a number of submarines and H.M. ships Stalker, Ashanti and Ajax. Before taking up his present appointment he was Director of the Royal Naval Tactical School.

Other appointments recently announced include:

Capt. J. B. L. Watson, Bacchante in command, May 11.

Capt. M. J. Baker, Herald March 25 and in command on commissioning.

Capt. J. J. Phillips, Heron in command and as Flag Capt. to FONAC, Feb. 22.

Cdr. K. S. Pitt, Swiftsure August 5 and in command.

Cdr. J. L. Round-Turner, Conqueror May 6 and in command.

Cdr. C. E. K. Robinson, Hecate in command, Jan. 7.

Lieut.-Cdr. P. J. E. Cheshire, Beagle in command and senior officer Beagle and Bulldog with acting rank of commander, Feb. 12.

Lieut. J. J. Howard, Wilton May 7 and in command.

The Fleet Chief Petty Officers and Chief Petty Officers of R.N.A.S. Yeovilton wish all members and friends past and present a Very Happy New Year.

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DIARY PAGE

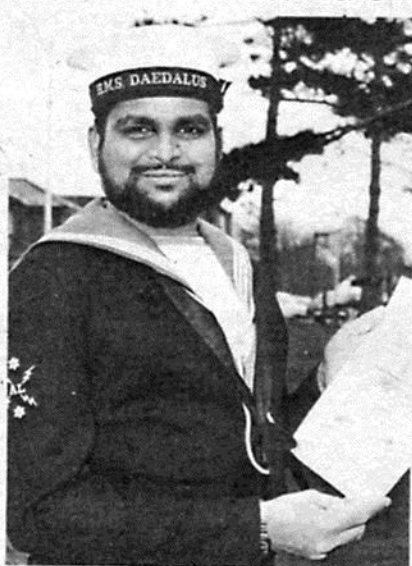
Aussies dig a Pommy anthem!

In the search for a national anthem for Australia, a "combined Services" operation in the U.K. may succeed where 2,500 Australian composers have failed.

"God Bless Australia," written by Wing Commander H. F. Whiteman, was recorded by the Band of the Royal Marines at the School of Music, Deal, conducted by Major Paul Neville. The musical score was arranged by Band Sergeant Ware.

None of the entries in a write-an-anthem competition (open only to Australians) was favoured by the judges, but when Wing Cdr. Whiteman's anthem was played on the radio, the ABC switchboard in Sydney was inundated with calls requesting information and a repeat performance. Well played, Pommies . . .

Sehr gut,
Alexander



As LEM(A) Alexander Jay came from Ceylon to England to join the Royal Navy, you might expect him to be able to speak a foreign language. But German?

Alexander (30) spent his summer leave at Vienna University, where he attended a three-week German language course for foreign students, and won second prize.

He has been in the Navy since 1967, and was serving at H.M.S. Daedalus, Lee-on-Solent, when this picture was taken, but he has since been drafted to R.A.F. Honington.

NAAFI CUP QUEST

Has anyone got a wartime Naafi cup, one of those with the crest on it? If so, and you can bear to part with it, Naafi will be pleased to add it to their nostalgic collection in the Lambeth headquarters.

The 400 exhibits in the museum include a delivery bike and a wheelbarrow — but there's not a cup or saucer in sight!

So
who
needs
petrol?

Oh, oh, what
a referee

Soccer referees have a pretty rough time these days, when the conduct of some players is more suited to Twickenham, or even to the wrestling ring, but it's unlikely that anyone showed dissent during a recent match at Sultan — the referee was Commodore J. L. Spanyol, commanding officer of H.M.S. Centurion.

The match was between "veteran" Civil Servants and a Royal Navy team, all of whom work in the Centurion computer division.

Bearing in mind that the Civil Service like everything in triplicate, the R.N. team made doubly sure, scoring six goals to the civilians' one!



"Go and take a running jump . . ." Say that to most chaps and you'd get a thump in the ear. Say it to a dozen or so officers and men in H.M.S. Fife and they would probably tell you they are doing it all the time — for fun.

They have taken up the new sport of hang gliding, which is catching on fast in Britain.

The idea is to strap yourself under a kite-shaped canvas and tube "wing" and run down a steep hill until you take off. Alternatively, if you're more adventurous (if that's the right word) you jump off a cliff.

FIFE RECORD

Pictured launching himself off Knockhill, Dunfermline, is Cdr. John Grattan, the ship's executive officer. He holds the record for the Fife's highest and longest flight: he soared to an estimated height of 200 feet and was airborne for 41 seconds.

That may not sound much, but it probably seems an awful long time to the person who is concentrating on bringing the flimsy contraption, and himself, down in one piece.

The Fife glider, which has a 24ft. wing span, was made by enthusiasts on board. It took much time, much sewing, and £92 — and it will be followed by another as soon as more cash is available.

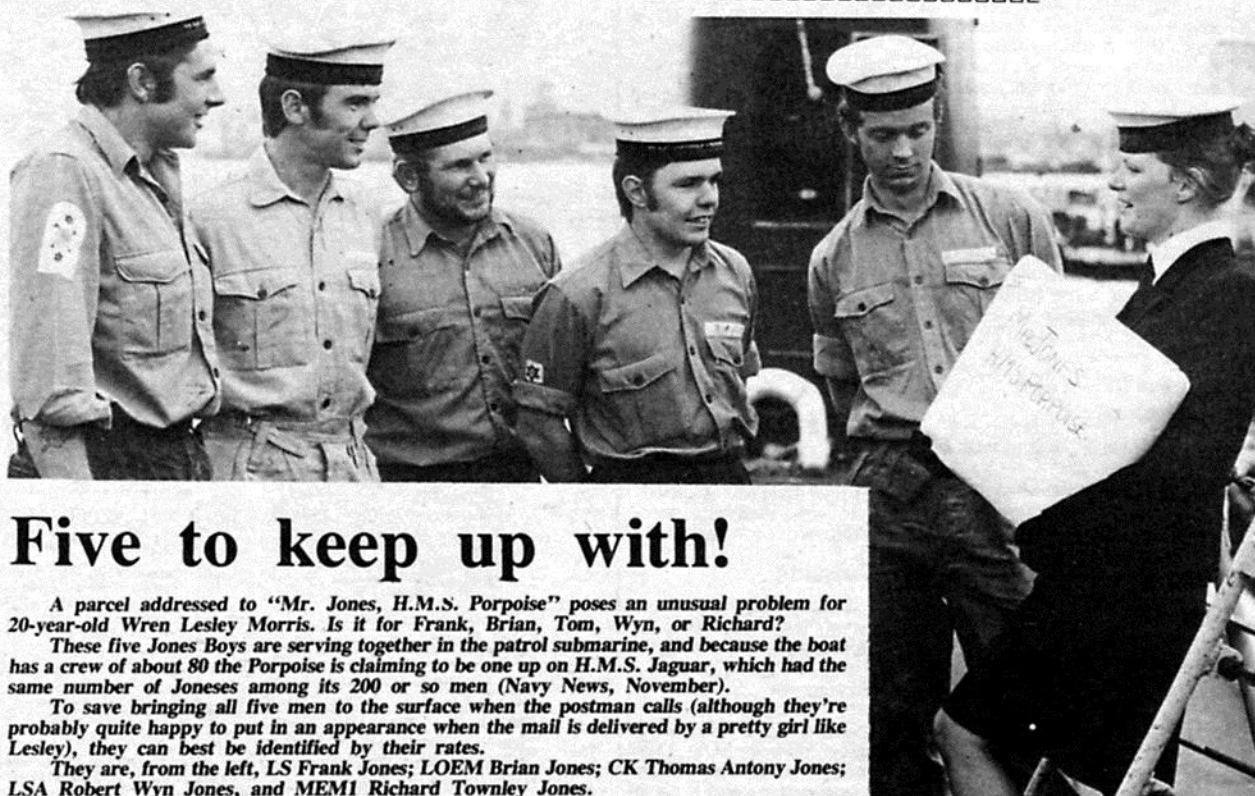
HELP THE HOMELESS

Anglican chaplains in the Royal Navy are aiming to raise £1,600 by mid-1974 to provide a small bus / ambulance for Centrepont, an organization which helps homeless young people in Central London.

The Chaplain of the Fleet and the chaplains have adopted Centrepont as a special project. A registered charity, it gives first-aid to newcomers to London; a place to sleep, something to eat, someone to talk to, and to give advice about work and permanent accommodation.

The bus is needed to pick up youngsters who are turned out of railway stations in the early hours, and to double as an ambulance when required.

Offers of help will be warmly welcomed.



Five to keep up with!

A parcel addressed to "Mr. Jones, H.M.S. Porpoise" poses an unusual problem for 20-year-old Wren Lesley Morris. Is it for Frank, Brian, Tom, Wyn, or Richard?

These five Jones Boys are serving together in the patrol submarine, and because the boat has a crew of about 80 the Porpoise is claiming to be one up on H.M.S. Jaguar, which had the same number of Joneses among its 200 or so men (Navy News, November).

To save bringing all five men to the surface when the postman calls (although they're probably quite happy to put in an appearance when the mail is delivered by a pretty girl like Lesley), they can best be identified by their rates.

They are, from the left, LS Frank Jones; LOEM Brian Jones; CK Thomas Antony Jones; LSA Robert Wyn Jones, and MEM1 Richard Townley Jones.

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Princess accepts gift for S & G

Disabled shipmates in the Star and Garter Home, Richmond, will have a happy — and mobile — New Year, thanks to members, families and friends of the Royal Naval Association who raised more than £7,000 to buy an ambulance coach for the Home.

On December 14 the ambulance — officially named "Louise" after Mrs. Elizabeth Louise Tatum — was accepted on behalf of the patients by the Home's president, Princess Alexandra.

'FOR SERVICE'

The keys were handed to the Princess (see picture) by Mrs. Tatum, personal assistant to Lieut.-Cdr. Leslie Maskell, the Association's general secretary. It was Mrs. Tatum who first suggested the idea of providing an ambulance for the Home, and worked tirelessly to make the idea a reality.

After the ceremony, which was attended by the Association president, Rear-Admiral T. V. Briggs, Princess Alexandra presented both Mrs. Tatum and Lieut.-Cdr. Maskell with Star and Garter badges "for distinguished service."

Two patients, Mr. Hookey Walker and Mr. Charles Groves

KEY JOB FOR 'LIZBETH'

presented bouquets to the Princess and to Mrs. Tatum, before Princess Alexandra moved into the Home, where she chatted with shipmates, patients and members of the staff.

Photo: Rod Brewster



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HORNET SERVICE

H.M.S. Cutlass, one of the three fast training boats in the Portland Training Squadron, berthed at the Joint Services Sailing Centre, Gosport (formerly H.M.S. Hornet) for the Coastal Forces' memorial service.

About 70 former members of Coastal Forces attended, with their wives.

Calling all shipmates

Mr. A. W. Masters (ex-GPO, one time in H.M.S. Marguerite) would like to hear from anyone who took part in what he describes as "the longest and most distant mine sweeping exploit in the Navy's history." In late 1918, says Mr. Masters, four sloops left the Mediterranean, through the Suez Canal, sweeping at various places in the Middle East and Far East: then to New Zealand and Australia, with a final sweep in the Bass Straits. Three were left in Australia, and the fourth in Hong Kong.

Mr. Masters lives at 4, Railway Terrace, Eastbourne, Sussex.

Mr. G. Hutchinson (ex-ABST and POSDI), of 21, Teviot Road, Keynsham, Bristol BS18 1QS, would be pleased to hear from anyone who served with him in H.M.S. Nelson (torpedo mess deck) from January 1936 to August 1937. Also anyone attached to H.M.S. Curlew during the war.

Mr. Jack E. Ottley, president of the Merchant Navy and Allied War Service Association, in Australia, would like to hear from any Jervis Bay survivors. His address is: 188, Hat Hill Road, Blackheath 2785, New South Wales, Australia.

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Stafford story stirs memories

News of the reunion in Stafford of Shipmates Bill Arnold and Bill Blackmore-Davey after 46 years brought back memories to several other shipmates.

"I was surprised, and pleased, after many years as a reader of Navy News, to see a face I recognized," said Mr. Tom Bryan, of 172, Palmerston Road, Woodston, Peterborough.

"Bill Arnold and I were messmates in H.M.S. Emperor of India (not Empress) until we got rated up and I paid off for Christmas 1929. Would he remember me?"

In Torquay there are four shipmates who might be remembered by the two Bills — two former boy seamen, Len King and George Rosebeare, and ex-stokers first class Reg Teague and Len Toms.

Mr. Toms, who served in the Emperor of India from May 21, 1926, to December 31, 1927, now lives at Drake House, 123, Abbey Road, Torquay.

Dereham

A sponsored walk raised £100 for the Star and Garter Home ambulance fund. One member walked 21 miles, another walked ten miles. A shipmate's dog completed three miles, raising 65p.

R.A.F. Swanton Morley donated £20 and the branch made the total up to £140 for the fund.

Durban

Guest speaker at the Trafalgar dinner, which was attended by an excellent turn-out of 48 members, was Professor Stock, Principal and Vice-Chancellor of the University of Natal. In his interesting talk he compared the medical treatment administered in Nelson's time with that of today's Navy.

Plymouth

A reception was held to welcome aboard the branch's new president, Vice-Admiral A. M. Power, Flag Officer Plymouth, and a new vice-president, Commodore R. W. Garston, who is Commodore of H.M.S. Drake, Plymouth.

Included in the muster were the branch's two other vice-presidents, Capt. T. W. B. Shaw, R.N. (ret.) and Cdr. F. W. J. Crook, and a warm welcome was extended to the Patron, the Lord Mayor of Plymouth (Ald. F. J. Porter) and the Lady Mayoress.

The evening also gave the Commodore the opportunity to meet an "old ship" from the submarine service, Shipmate Sandy Powell, a trustee of the branch.

BRANCH NEWS

Gosport

Rear-Admiral A. B. Webb, Flag Officer Admiralty Interview Board, was a guest at the branch's 34th anniversary dinner. Other guests included the Mayor and Mayoress of Gosport, Mr. and Mrs. R. A. Kirkin.

Shipmate E. Bevan (chairman), proposing the toast to the Association, referred to the struggle the branch had had to acquire its headquarters in Fareham Road. He thanked members for their efforts and was pleased to say that new members were being welcomed each month.

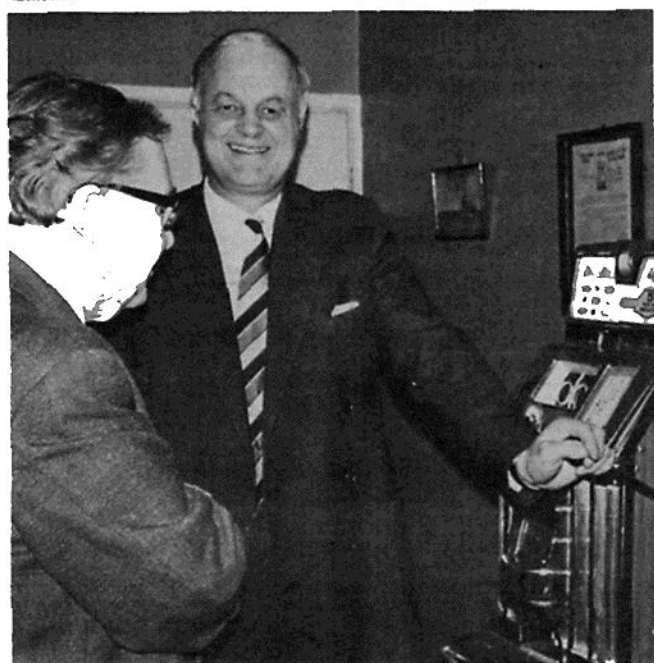
Teesside

Twenty shipmates from Stockton went to Newcastle for a service on the 25th anniversary of the Tyne branch, R.N.A. The service was followed by "big eats" and beer.

On Sunday, November 18, a party from H.M.S. Danae was entertained at the William Street headquarters, and a social evening was held on November 22. Proceeds went to H.M.S. Onyx, to help purchase a bobsleigh.

Burnley's new secretary

Burnley and District Association of Naval Ex-Servicemen has a new secretary, Mr. Len Burrows, whose address is 14, Castle Street, Brierfield, Nr. Nelson, Lancs.



Plymouth's president tries for the jackpot! Vice-Admiral A. M. Power plays the "one-armed bandit," watched by the branch manager, Shipmate Joe May.

Capt. Walker portrait for Plymouth

Members of Captain Walker's Old Boys' Association were pleased to learn that a portrait of the Captain, commissioned by Bootle Council, is now hanging in the dining room of Admiralty House, Mount Wise, Plymouth.

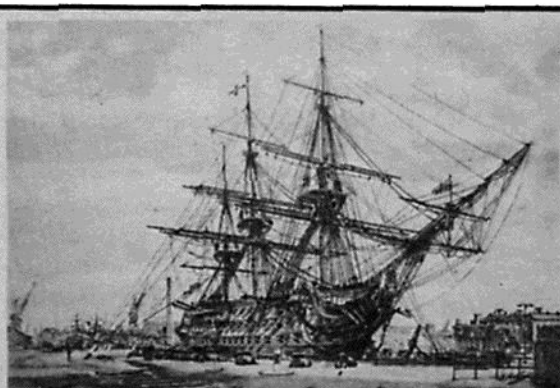
The portrait was presented by the council to Plymouth Command of the Royal Navy at the time the Command was granted the freedom of the borough.

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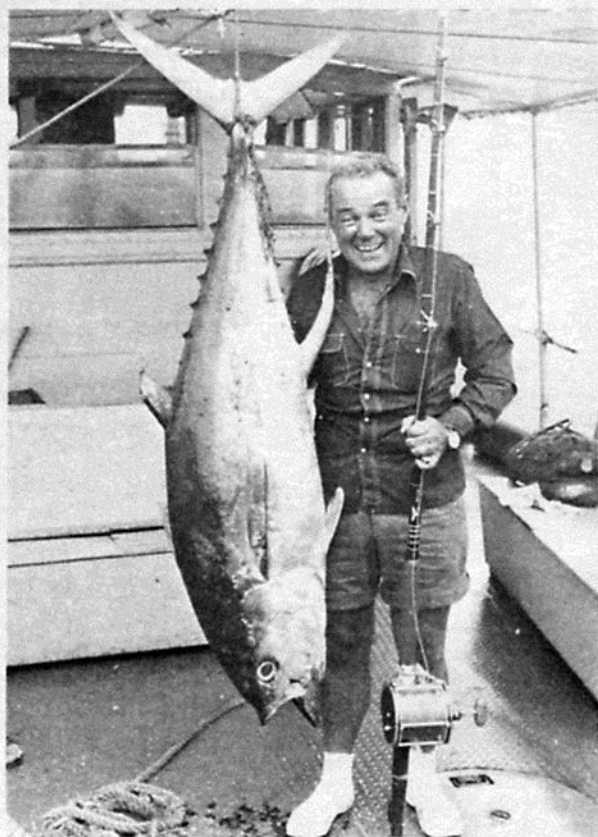
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Tiger's tuna



What a whopper! This magnificent tuna was caught off Guam by Chief Shipwright Alf Patten, of H.M.S. Tiger. It weighed 150lb. and was said to be by far the largest yellowtail tuna ever caught at Guam.

Bristol 'goes Dutch'



A fire barge, with hoses going full blast, welcomed H.M.S. Bristol (above) to Amsterdam, on her third foreign visit since coming into service.

FOOD WITH A TOUCH OF CLASS

H.M. submarine Oracle will be having "school meals" when she recommissions this spring and resumes patrol operations after a refit at Portsmouth.

Teenagers taking domestic science classes at Norton Comprehensive School, Stockton-on-Tees, will work out and send the Oracle her weekly menus for four meals a day for the 70 crew members.

The submarine will send the school information on submarine catering requirements and a list of the supplies normally loaded on board. Any "personal taste" ideas the submarine's crew may have will also be taken care of.

The ship proved to be a popular attraction in the Dutch capital and during her five-day stay she welcomed many visitors on board. They included a large number of Netherlands Navy personnel, and children from various international schools throughout Holland.

The ship's company were lucky to be in Amsterdam to witness the arrival on December 6 of St Nicholas, the Dutch equivalent of Father Christmas.

An adventure training expedition was arranged on completion of the visit, when members of the

ship's company were invited to volunteer to race the ship back to the U.K. Nine teams entered for this tough trial, which took in a 400-mile tour of Europe before catching the ferry to Dover.

Each team had to visit various pre-selected towns — and produce photographs to prove they had been there. The fastest team had to pay dearly, out of their own pockets, for the privilege of winning. They travelled by train

"OLYMPUS BLADE"

An attractively-mounted turbine blade from an Olympus gas turbine engine — of the type which powers H.M.S. Bristol — has been presented to the ship by TS Adventure, the Sea Cadet Unit in Bristol.

and completed the journey in a remarkable 31 hours.

The remainder completed the course the hard way, taking about a week on the marathon trek. The Bristol's sponsored team — PO(GI) Rusbatch and RPO Dearing — visited Arnhem, Cologne, Brussels, Dunkirk and Canterbury, enjoying every moment.

As they said in their journal, "We had the time of our lives, just roaming free around Europe. It was great and we'd do it again tomorrow."

"Who knows, next time the ship goes to Australia . . ."

SUNSHINE GIFTS

Thirteen members of the ship's company of the diving tender H.M.S. Laleston, now in refit at Portsmouth, spent three days at the Southerndown Sunshine Home for Blind Babies near Laleston, South Wales, which has been adopted by the ship.

They re-decorated the gymnasium and presented the home with a swing made by the Portsmouth Craft Group at H.M.S. Vernon, and a trampoline.

WALKERTON RESCUE

The navigation training ship H.M.S. Walkerton located an open boat whose occupant had been out for 23 hours after the engine failed, and towed it to Dartmouth.

HONG KONG PAINT JOB

Sailors from H.M.S. Wolverton have undertaken the painting of beds and other furniture at the Duchess of Kent children's orthopaedic hospital at Sandy Bay, Hong Kong.

Endurance finds time for fun

As H.M.S. Endurance headed south from the sunshine to the grey skies and seas surrounding the Falkland Islands a brief call at Recife in Northern Brazil brought relief from a view of the sea in all directions.

But there were plenty of opportunities for a little levity — like the day King Neptune

and his court arrived to celebrate the crossing of the line. As the picture shows, all the



Change for the better . . .

By saving loose change in foreign currency the forward POs' Mess of H.M.S. Apollo raised enough money to provide a Chairmobile for Astor Hall, Plymouth, where PO Roy Clark (mess president) is pictured presenting the machine to Mr. George Hempstead.

Also in the picture are PO Richard Richardson, AB Peter Smith, PO Tony Marshall, PO Michael Edgar, CPO Tony Elliot, LSA David Barnes, LS Phillip Richardson, MAA Bob Hewes, Capt. Richard Fitch, RPO Paul Edwards and LS Steve Bridgeman.



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Disobeyed—and won a medal

Seen below with his wife at Buckingham Palace after the Queen had presented him with the George Medal is PO William Hudson, who at one stage — and briefly — faced the possibility of disciplinary proceedings as a result of the circumstances which brought him his medal for bravery.

When PO Hudson and Lieut.-Cdr. Gordon Hotchkiss were trapped in an air pocket beneath an overturned liferaft in mountainous waves, the officer ordered him to get out while he could.

But PO Hudson stayed to cut the officer free from cordage, and both were able to swim to safety just before a huge wave swamped the liferaft for good.

Later, and as something of a formality, proceedings against the PO were a possibility for disobeying an order — but the matter was quickly and happily resolved.

The rescued officer and another officer, Lieut. Gordon Lowrey, were both awarded the Queen's Commendation for Brave Conduct.

All three men were members of the ship's company of H.M.S. Lynx when she went to the rescue of a Taiwanese trawler, the Tung King, stranded on a reef off the French island of Europa in the Mozambique Channel.

In the shark-infested seas, nine of the trawler's crew were picked up from a liferaft and after a hazardous rescue operation the remaining 13 survivors were taken from the ship itself.



Bravery when rating brandished pistol

Leading Seaman John Michael Carr went to the wardroom of H.M.S. High-burton, then based at the Kyle of Lochalsh, on June 30 after hearing a shot.

A rating with a pistol had threatened the ship's commanding officer and the officer-

of-the-day, and had fired a shot into a door to prove that the pistol was loaded.

Without hesitation, LS Carr went up to the rating, even though the pistol was pointing directly at him. He tried reasoning, but disarmed him when he refused to surrender the pistol.

Now LS Carr has been awarded the Queen's Commendation for Brave Conduct, the "London Gazette" stating, "Leading Seaman Carr's great courage and decisiveness in a highly dangerous situation were in the best traditions of the Service."

LS Carr (left), who is married, is now serving at H.M.S. Lochinvar.



Rescue aid, then back to wards



Smiling her way through a spell of duty on the wards is Senior Naval Nurse Beverley Briggs, who was one of a group of naval personnel involved in the rescue of a man who fell into the cold waters of Portsmouth harbour from a Gosport ferry.

Nurse Briggs, who is serving at R.N. Hospital Haslar in her third student year, was waiting for a ferry when she saw the man being brought to the jetty in a tender by two sailors who had rescued him.

PO Ck Peter Maxwell and MEM1 Stephen Hawkesby had dived into the water to swim to the aid of the man and together they got him on board a tender from H.M.S. Daedalus.

When he arrived at the jetty the man was not breathing. Nurse Briggs gave mouth-to-mouth resuscitation and PO Riches gave cardiac massage, and later a policeman also assisted.

Nurse Briggs — who was awarded the prize for best student in her first year of training — accompanied the patient by ambulance to hospital, where he continued to recover.

TO WIN — DO BETTER THAN THIS

Pix taken on H.M.S. FIFE's visit to Famagusta, by Lieut. M. A. Critchley, R.N.



Colour balance good; a couple of good ideas which just failed to make it. These pix may not win but they've already earned Lieut. Critchley 4 reproduction fees.

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RN

PHOTO COMPETITION

St. George's 'final fling'



Winner of the last leadership sword to be presented at H.M.S. St George, the Navy's officer candidate training establishment at Eastney, was Acting Sub-Lieut. Peter Hermans, of the Royal Australian Navy.

Peter, who was born in Holland and whose parents live at Islington, New South Wales, is pictured here with his six-year-old son, Timothy.

The sword was presented at the final passing-out parade before the establishment was incorporated into the Britannia Royal Naval College, Dartmouth, where it will be known as the St George Division.



Pictures by Chief Phot. Dave Morris

When the last official mess dinner was held at H.M.S. St George, the balance of the wardroom mess funds was presented to the R.N. and R.M. Branch and Special Duties Officers' Benevolent Fund.

Accepting the donation on behalf of the Fund was Admiral Sir Mark Pizey (third from right in the picture above), who is chairman of the Fund's Managing Trustees.

With him in the front row of this picture (left to right) are Rear Admiral S. L. McArdle (Flag Officer Spithead and Port Admiral Portsmouth), Cdr. R. W. Moland (Commander, H.M.S. St George) and Capt. R. A. S. Irving, a former commander of the S.D. School.

In the back row are three former commanding officers of H.M.S. St George — Cdr. C. M. Marr (the first C.O.), Cdr. H. Mucklow and Cdr. J. W. F. Briggs.

Rock music by Argonaut

H.M.S. Argonaut took music with her when she visited Gibraltar to spend three weeks as guardship. During an earlier visit to Wallasey, the CPOs of 1H Mess had acquired a piano after a helpful police officer had broadcast an appeal — and it was presented to the Garrison Sergeants' Mess at Gib.

The occasion was a major social event on the Rock — marred only by the fact that no one could be found to play the instrument!

Another highlight of the Gibraltar visit was a major assault on the Rock Race records. Although the average frigate turns out a team of 12, the Argonaut mustered an amazing 70 runners, all of whom completed the course and qualified for their beer.

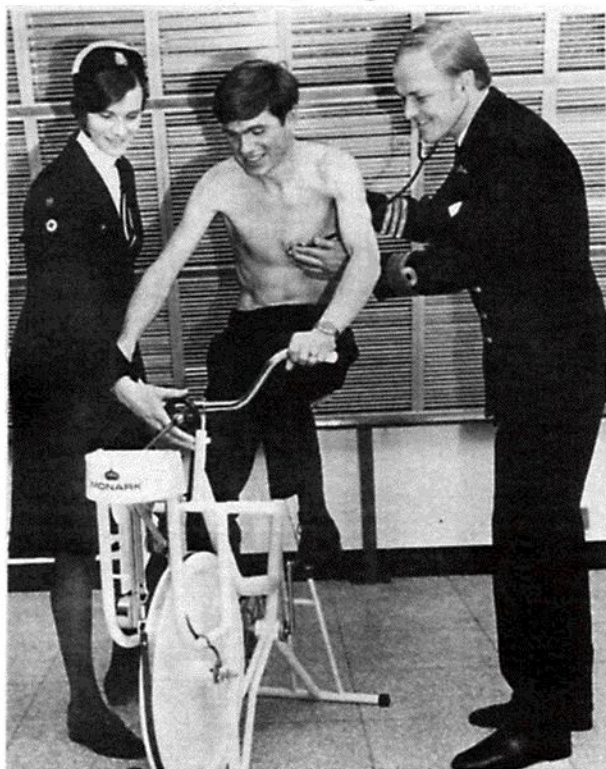
Individual winner was MEM Manison who, with a time of 21min. 21sec. just failed to beat the record, while the team prize went to a mixed team of Flight and Communications ratings.

WORKHORSE

The Argonaut's programme had proved the reputation of Leanders for being workhorses of the Fleet. Two full weeks operating with H.M.S. Swiftsure in the North Atlantic and weapon training in the Portland area with other ships of the Seventh Frigate Squadron were followed by the week's visit to Wallasey.

Below: Having beaten 69 rivals to the Top of the Rock, MEM Manison is greeted by Mrs. Jenny Swinley, wife of the commanding officer of H.M.S. Argonaut (Cdr. C. W. C. Swinley). Sub-Lieut. Bob Villiers (sports officer) looks on.

Happy 'hermits'



PO Douglas Cramp gets "the once over" before the test. Making sure it's not all free-wheeling for Douglas is his wife, Susan, who is a nurse in Queen Alexandra's Royal Naval Nursing Service, and works at R.N. Haslar.

After a month-long spell of "hermit duty" in the Navy's new medical research unit at Alverstoke, the four volunteers each received a special "survivor's certificate."

PO Douglas Cramp (25) and Probationary Medical Technicians Stephen Ross (20), George Antrobus (19) and Peter Brocklehurst (17) lived in isolation in the unit while R.N. doctors and technicians ironed out teething troubles in the atmosphere control systems of the environmental medicine unit.

The "trial run" also helped the staff to work out the best domestic arrangements and medical test procedures for the major experiments to be conducted in the next two years.

The first of the big investigations starts in April when 12 volunteers go into isolation for a three-month study associated with submarine atmosphere purification.

After their month in the unit — which cost £200,000 — the first four volunteers were enthusiastic about the set-up. They reported no boredom, no quarrels and no fretting over their loss of liberty.

MODEL MASCOT

How did they pass the time? As well as carrying out many tests and taking hundreds of specimens for future analysis, the four men did all their own cooking and "housework."

They also built models of a bird — an EMU, of course — in their off-duty time, and the prize-winning model is to be adopted as the unit's mascot!

NEW CENTRE AT VERNON

The new multi-storey Creasy centre at H.M.S. Vernon, which will house the offices, classrooms and instruction facilities for TAS/MCD training, was opened by Rear-Admiral J. Grant.

Lady Creasy, widow of Admiral of the Fleet Sir George Creasy, was to have performed the ceremony but was unwell.

The new building will also be used by the Portsmouth technical illustrators and Vernon's photographic section, and the Royal Naval Auxiliary Service training centre will occupy rooms on the seventh floor.

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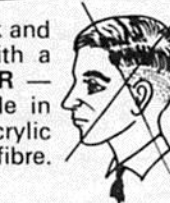
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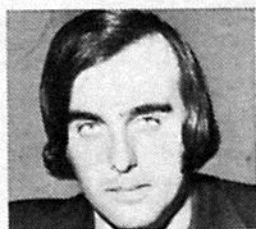
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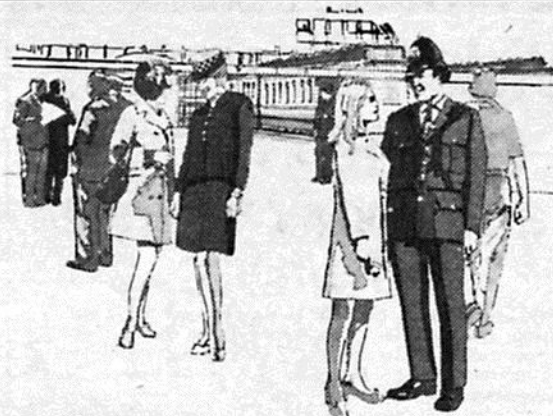
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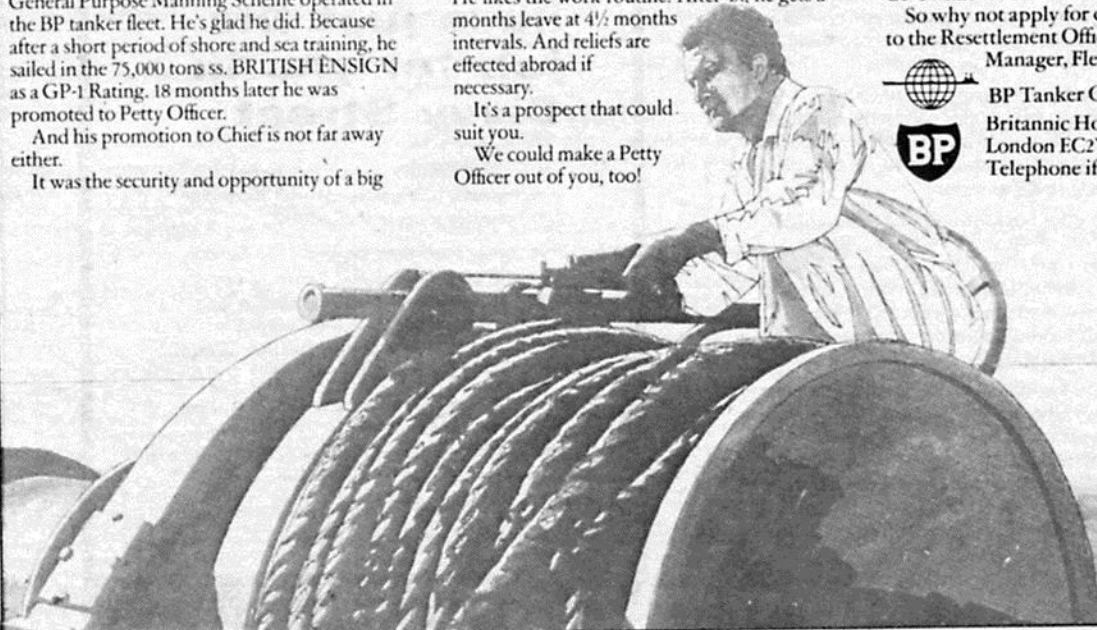
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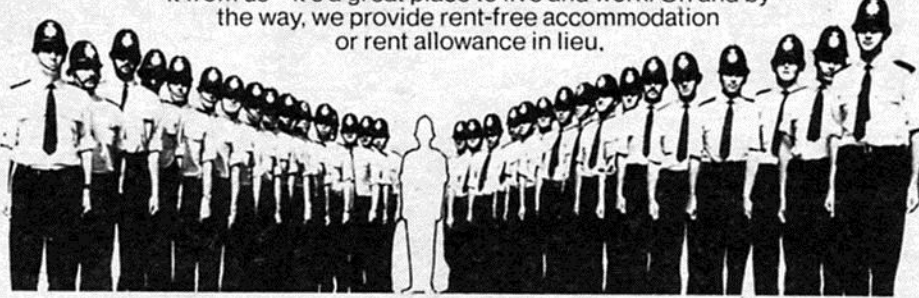
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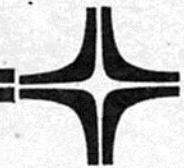


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SPORT 1

IT'S NOT SIPPERS...

Skilful Pembroke win hockey title

H.M.S. Pembroke won the Royal Navy Hockey Cup for the first time when they beat H.M.S. Neptune 2-1 at Portsmouth on December 5.

Played in ideal conditions, the match produced some entertaining hockey, with Pembroke open-

ing the scoring midway through a fairly even first half through left-winger PO John May.

After the re-start Neptune were under constant pressure and the better all-round skill of the Chatham side — captained by Band Cpl Doug Drysdale, playing his last season — began to tell. It was finally rewarded with a fine goal from Lieut. Bruce Trentham, last season's Navy captain, which spurred Neptune to greater efforts.

Neptune were awarded a penalty stroke ten minutes from time which their captain, David Siddall, casually converted. From then until the final whistle Pembroke were made to defend hard to retain their lead.

In six games including the final, Pembroke scored 31 goals and conceded only one. MEA "Speedy" Quick, who started the season playing for Pembroke and continued to play for them after being drafted to Neptune, played against the establishment in which he is now serving.

The record number of more than 50 teams in this season's Navy Cup indicated the growing popularity of competitive hockey in the Service.

FLEETSPORT

Swim trophy still Ark's

Despite having fewer opportunities to use the baths at Plymouth, H.M.S. Ark Royal retained the Fleet Learn to Swim Trophy for the August-October period.

Their competition total is +44, three points ahead of H.M.S. Devonshire, with H.M.S. Glamorgan (+17) in third place.

As the rugby mid-cup competition progresses, H.M.S. Penelope will be fighting for a place in this year's final. After narrowly losing to Leander in last year's semi-final the team's confidence is running high, with victories over Andromeda (36-3) and Triumph (21-0) to reach this year's quarter-final.

During the ship's visit to Liverpool the Penelope became the first Navy side to beat New Brighton Pirates (16-12) and followed this with a win against a combined Cardigan first and second XV (12-11).

Since the formation of a judo club on board H.M.S. Hampshire when Sub-Lieut. Ray Lawrence R.A.N. joined the ship, there are now one green belt (LMEB Buster Brown), six orange belts, and seven yellow belts.

Ray, a First Dan and Portsmouth Command coach, won the heavyweight section in the Navy championships last year and collected a bronze medal in the light heavyweight section of the British Judo Association's Southern Area Championships.



... IT'S DRIPPERS!

Capt. Keith Leppard, Commanding Officer, H.M.S. Heron, with his team after their victory in the R.N. Rugby Union Knockout Cup final.
Picture: Charles H. Thompson

HERON'S HIGH-FLIERS LAND DOUBLE

H.M.S. Heron, already winners of the soccer cup, scored an outstanding double when they beat holders H.M.S. Ark Royal 15-3 in the Royal Navy Rugby Union Knock-out Cup at Rectory Field, Devonport, on December 12. It was the Ark's first defeat for 18 months.

The match was a first-class encounter which reflected the high standard of rugby shown by all 52 ships and establishments which took part in the competition, writes Nimrod.

In the Scottish semi-final played a week earlier, H.M.S. Neptune went down 8-10 to Ark Royal in another first-class match which could have gone either way.

Collingwood, having shown strong form in winning the Portsmouth A division of the competition, disappointed their supporters by losing 0-10 to Yeovilton in the other semi-final. The Collingwood

RUGBY

pack had no effective answer to the efficient Heron forwards and their outstanding scrum-half, Dudley Jones.

This story was repeated in the early stages of the final. Trevor Gatehouse, the Heron hooker and captain, had trained his tough and mobile pack into a fierce ball-gathering unit which monopolized possession from set and loose play for the first quarter.

Not that Ark's forwards were giving the ball away. Led by the experienced Dusty Miller, the pack warmed to their task and after 20 minutes were giving Yeovilton as good as they got.

Telling accuracy

Both sets of three-quarters ran hard on occasions but the covering was extremely tight and despite strong running breaks by McCartney for Ark and Arscott for Heron neither side was able to score tries.

However, Dudley Jones showed his class by using the ball intelligently. He knew exactly when to feed his fly-half and when to kick ahead into the space behind the Ark Royal forwards. This he did with telling accuracy, allowing his pack to keep going forward on to the harassed defence. He so varied his play from the base of the scrum that he was able to

score two drop goals before half-time to add to the penalty he scored after ten minutes.

Shortly before half-time the increased retaliation by the Ark pack bore fruit and Southon kicked a penalty goal to make the score 9-3 at the interval.

Ark then took the upper hand for a period and fierce forward exchanges ensued. Not surprisingly penalties were awarded and whereas Southon missed two attempts at goal, Jones was successful with his shot.

Man of the match

Ark were not dismayed and continued to press with good movements from short penalties and breaks by their forwards. Even torrential rain did not dampen the ardour of either side nor prevent Jones from dropping yet another goal from the base of the scrum.

The pack were now evenly matched and both sets of backs ran the ball. Andy Michael, at full-back for Heron, pulled off several great tackles and generally played a fine game, catching the difficult ball well and moving up strongly in attack.

Heron held off everything Ark could throw at them and towards the end nearly scored the try they deserved when Arscott was held up on the line after a strong run.

Man of the match? Undoubtedly Dudley Jones, who scored all his team's points and made such good use of the ball throughout the game.

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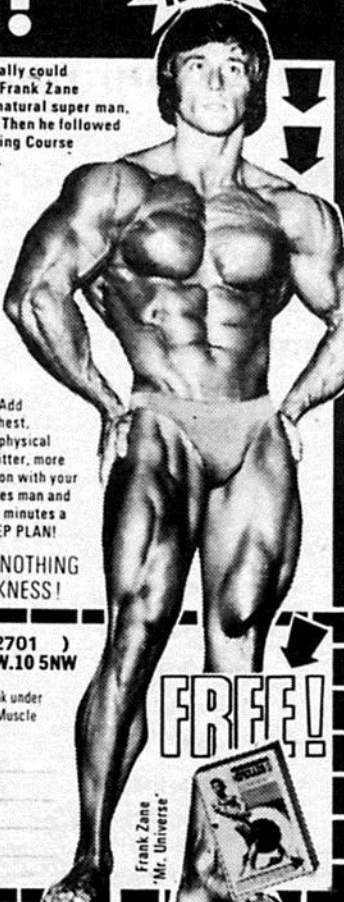
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New golf challenge

Last year was the most successful for Royal Navy golf since before the Second World War. My firm belief and faith in our golfers' ability to bridge the gap between establishment or club level and representative level has at last been confirmed, writes The Shanker.

To recap on the season's achievements, we beat all three counties which figure in the fixture list — Cornwall, Dorset and Dunbartonshire — the first occasion that county sides have been defeated.

Subsequent defeats by the Civil Service and Royal Mid-Surrey were not encouraging portents for the Inter-Services Championships, but the trophy was shared with the Army.

This year's challenge will be led by the new Navy champion, Fleet Chief Gus Stretton, supported by Lieuts. Neil Marsden and Malcolm Edmonds, Col. Sgts. John Whelton and Ken Shears, CPO Bill Thompson and possibly Bryan Blaber.

It is hoped that Lieuts. Paul DuVivier, Richard Moore and John Clarke will be more readily available and judging by the results of this year's Navy championships, three likely prospects are Lieut. Jock Maynard, PO Dave Rushforth and Mne Trevor Jesty.

● This is The Shanker's last contribution to Navy News, as he will be leaving the Service shortly. He would like to wish all Navy golfers every success for 1974 and hopes that some of you will come and see him at Bercuit Golf Club in Belgium.

SPORTS SHORTS

Navy swimmer Lieut. Alex Wilson Mills (20), pictured here, who is studying at Edinburgh University, has been selected as captain of the Scottish swimming team in the Commonwealth Games, starting in Christchurch, New Zealand, this month.

Portsmouth won the R.N. Women's Inter-Command Squash Championships with six matches from Royal Marines, Plymouth and Medway (five) and Air and Scotland (four). Second Officer Jenny MacColl (H.M.S. Heron) won the individual title with a 9-2, 9-1, 9-3 win over RPO Wren J. Lomax (Vernon) in the final.

C.T.C. Lymstone B (Logies) won the team event in the Plymouth Command Angling Association's coarse angling championship on the Exeter Canal on December 8, with H.M.S. Hermes second and

Refit Group Devonport third. Individual prize went to Mus. Priestley, of the winning team, who also caught the best fish — an 11oz. rudd.

With a 45-44 victory over Naval Air Command at Portsmouth, the Royal Marines retained the Royal Navy Basketball title. Portsmouth Command finished third. The Navy team got through the first round of the Intermediate Tournament with an 85-72 victory over London Royals.

H.M.S. Sultan lie third in Divi-



Mills leads swim team

sion I of the Aggregate Cross-Country League after the fifth meeting on December 12.

Cdr. Bill King, who sailed round the world in Galway Blazer II against terrific odds, has been appointed an honorary member of the Royal Naval Sailing Association.

Victories for the B.R.N.C. soccer, rugby, basketball and badminton teams over RAF College, Cranwell gave Dartmouth the Inter-Service College Championship.

NEW YEAR 'RESOLUTION' FOLLOWS RESIGNATION...

SPORT 2

Soccer shake-up on the way

After the shock resignation of Captain John Brown as Secretary of the Royal Navy Football Association in protest at the lack of support and understanding for the "Sailors' Sport," the Association's new Chairman, Captain Anthony Murphy, told Navy News: "We have got to give Navy soccer a new image. We are really going to make it hum."

Captain Brown, a retired Royal Marines officer, leaves next month after almost two years as Secretary. Among the reasons for his resignation he cites a failure on the part of the Navy to provide the facilities and services necessary for football to prosper.

Lack of sufficient officer representation on the

R.N.F.A. Council — in contrast to the Army set-up — was one of his chief frustrations, he said, because it meant that decisions did not carry enough influence.

He said: "I have put my head on the chopping block in the hope that some action will be taken to correct the current shortcomings. I have made the reasons for my resignation known to the authorities in the hope that efforts will be made to stem declining interest."

Captain Brown, who is to be Secretary of the Royal Marines Association, will be succeeded as Secretary by Lieut.-Cdr. Jack Sheppard, one of the retired officers who will be taking over the administration of a number of naval sports associations.

The R.N.F.A. Council has recorded its appreciation of Captain Brown's "outstanding service" to Navy soccer.

There was also praise for Captain Brown's work from Captain Murphy, an avid soccer supporter, who has taken over as Chairman of the R.N.F.A. from Inst.-Captain Alun Meredith (Director of Naval P.T. and Sport).

"He has done a great job and I hope that I and his successor will continue the good work," he said.

But he pointed out that soccer was no longer the sailor's only sport. "We have to be absolutely clear that soccer has suffered as the sailor's great game because the sailor now has 57 other varieties of sporting activity to hold his interest. Sailors now like to play golf or go ski-ing just as much as play football."

"This has been frustrating to all the totally dedicated people who try to run Navy soccer and do their best for the sport."

Captain Murphy, Captain of H.M.S. Collingwood, made no secret of the fact that he intends to keep soccer in the forefront of Navy sport.

"I think we have got to give Navy soccer a new image. We have got to raise the standard of our game."

"I am lucky in having the extremely active support of Rear Admiral R. D. Lygo, a Vice-President of the R.N.F.A. Between us I hope we can make soccer hum over the next few years. But the standard of soccer has to be raised and we will have to be more demanding of the players: I want to drive everyone that much harder."

"If you want to play soccer in the Navy from now on you have to be really enthusiastic and not just a hanger-on."

120 years' experience wins biathlon

Three Navy stalwarts — pictured here — gave a splendid example of that old coaching term, "Determination and experience will show in the end" when they won the 1973 biathlon (running and swimming) championship team event at H.M.S. Heron.

CPO Paddy Hayes (43), CPO Henry Sharp (47), and RS Wally Parsons (30), of the R.N.B. Portsmouth Sports Office, amassed 3,898 points, 149 clear of the runners-up, Millfield School guests team, with H.M.S. Sultan (3,560) third.

While POEL(A) Dave Wilson took first place in the swimming at the Yeovil pool, Parsons and Hayes gave seasonal best performances to finish second and third. A determined swim by Sharp, who finished in a personal best time of 6min. 11sec., gave the Navy coaches a substantial lead in the team event.

It was the experience of Sharp and fitness of Hayes which told in the 4,000 metre cross-country



run, with 16min. and 16min. 10sec. times respectively, while Parsons achieved a personal best time of 19min. 10sec.

POPTI Micky Ellis was the course winner and, on a points check, overall winner, with PO Wilson a close second, and LME

Tim Keneally third. Hayes was fourth, Sharp tenth, and Parsons 12th.

The coaches are now in training for the novices tetrathlon — combining fencing, shooting, swimming, and running — at Heron next month.

PLYMOUTH CHARITY REWARDED

Despite supplying three players, including the Navy champion, to the Fleet team, Plymouth won the Inter-Command Squash Tournament for the second year in succession at R.N.E.C. Manadon.

Runners-up Portsmouth started with high hopes but found, in general, that their experienced players were too old and their younger players too inexperienced.

Royal Marines, who finished third, were strengthened by Richard Turpin and John Usher and were a powerful force — it was probably only the luck of the draw that kept them out of second place.

Fleet had champion Robin Bawtree unbeaten at number one but pride of place should perhaps go to

SQUASH

Captain Brian Shattock, who had two gruelling five-set matches in one day, defeating Chris Sawtell in the first and succumbing to Mike Samuelson in the second.

Considering their few opportunities for match practice, Fleet did extremely well to finish fourth overall, while Medway, who for years have been the Cinderella of the tournament, caused a surprise by defeating Air despite losing their fifth string due to injury.

In fairness to Air it should be conceded that the evergreen Jack Colbeck was unable to represent them in the final. This was his last day in the Navy and it was a pity that injury should have prevented him from going out on a winning note.

Results: League A — Portsmouth 5, Air 0; Fleet 3, Air 2; Portsmouth 3, Fleet 2. League B — Plymouth 5, Medway 0; Royal Marines 5, Medway 0; Plymouth 4, Royal Marines 1. Final — Plymouth 4, Portsmouth 1; Royal Marines 4, Fleet 1; Medway 3, Air 2.

Sport 'doyen' moves on

One of the doyens of the Royal Navy's P.T. Branch, Lieut.-Cdr. Basil Middleton, has left the Service after 37 years to become general secretary of the British Amateur Gymnastics Association in Slough.

A member of the P.T. Branch for 30 years — 25 of them as an officer — he was one of the first six P.T. and Welfare Officers. For the past three years he has been Sports and Amenities Projects Officer and much of the work in which he has been involved is now coming to fruition.

Although he has been connected with many sports, particularly athletics, boxing, rugby, badminton and basketball, his main interest is hockey, which he has played or organized for 27 years. He has competed at county level, captained

the Combined Services XI in Hong Kong, and four years ago founded the Navy's Junior hockey XI.

He now has the distinctions of being a British staff coach, of which there are only six, and of being invited to become a Vice-President of the Royal Navy Hockey Association, an honour usually only accorded to ex-Presidents or Chairmen.

Lieut.-Cdr. Middleton was a founder member of the R.N. Badminton Association and the first editor of The Club Swinger, newsletter of the P.T. Branch.

BOXING KINSELLA BLOW

Junior Seaman Paul Kinsella, one of the Navy's brightest boxing hopes of last year, has left the Service. A Great Britain Under-19 representative, he won the Royal Navy light heavyweight title before stepping up a weight to heavy, and his departure is a great blow.



The victorious Naval Air and Scotland Group team (left to right). Standing: Cpl. Lips, Wren McMahon, L / Wren Marshall, Wren Clarke (all Yeovilton), Wren Sim (reserve, Osprey); sitting: L / Wren Robinson (reserve, Osprey), 2 / 0 Goodwin (Osprey), L / Wren Parker (Neptune).

MEANWHILE, THE YOUTH SIDE GO OUT FIGHTING

All the enthusiasm in the world was not enough to prevent the Navy being knocked out of the F.A. County Youth Cup with a 2-0 defeat by Cornwall on December 22. The Navy had earned a 2-2 draw at Truro earlier in the month and due to an organizational anomaly were forced to travel back to Cornwall for the replay — right at the start of Christmas leave.

Despite the defeat, however, there was still some seasonal spirit left. After the match, the team's coach driver travelled all the way to Scotland, dropping players off en route to ensure they all got home for Christmas.

"Next year we shall stipulate that we do not play all our games away," said Youth Secretary, Sub-Lieut. John Dobbison. "It's worth a goal start to the opposition every time."

All change in senior squad

It falls to the Royal Navy selectors this month to name about 20 players who will work up for the Inter-Services tournament — and rarely has squad selection been more difficult.

Reason: the men who make the decisions just have not had the opportunities adequately to assess the Navy's soccer prospects.

On December 12, when the Navy drew 1-1 with Carnegie College at Leeds, weather conditions ruled out skilful play. A week earlier, only half the original squad of 20 were available for the Navy's first fixture against the British Fire Service, which resulted in a 2-0 home defeat at Victory Stadium, Portsmouth.

Said Navy coach, Col. Sgt. John Ellis: "At the moment there are about three players of Navy standard available and about 30 who are potential caps. These potential players have really got to take their opportunity to make their mark."

Centre-forward Roger Noone (Seahawk) scored the Navy's goal in the Carnegie match, in which tremendously robust play by the northerners added to player-assessment problems.

John Carlin (Heron), Neil Bennett (Drake) and Lieut. Mike Beaumont (Drake) were brought into the side and Cpl Keith Wilson (Intrepid) made his return to Navy football after a spell at sea.

SWITCHED

Because so many selected players were unavailable for the Fire Services match, Ellis was forced to make wholesale changes in the Navy side, reluctantly bringing in a lot of new players at once.

MEM John Gwynn (H.M.S. Glamorgan) and Lieut. Dave Paris (Blake) played their first full matches and EA Steve Young (Blake) made his first appearance this season. Col.-Sgt. Tony Higgins (RM Deal) switched from centre-half to centre-forward.

Despite losing 0-2, the Navy gave an impressive second-half display in the annual prestige match with the F.A. Amateur XI at Fratton Park, with Jim Stephenson (Gurkha), Noone and Higgins helping to test the F.A. defence.

A FAIR EXCHANGE

Outstanding player in the Royal Navy Woman's Inter-Command Badminton Championships at H.M.S. Daedalus was Corporal A. G. Lips, a member of the Dutch equivalent of the Wrens, who is on exchange service at R.N.A.S. Yeovilton.

Naval Air and Scotland Group had a convincing win with 17 from a possible 24 matches.

FIXTURES

JANUARY

4—Squash: RN v Hurlingham (Hurlingham).
11—Water Polo: RN v GLC (Marshall St London); Squash: RN v Civil Service (RN College, Greenwich).
12—Hockey: RN v Loughborough Lions (Loughborough); RN(W) v Bishop Otter College (Portsmouth).
13—Hockey: RN(W) v Chichester Ladies (Chichester); Fencing: RN v Surrey (HMS Temeraire); Hockey: RN v Leicester (Loughborough).
15—Water Polo: RN v Metropolitan Police (Wapping).
16—Soccer: RN v AFA (away); Rugby: RN v Bath (Bath).
18—Squash: RN v Jesters (RN College, Greenwich).

19—Hockey: RN v Reading (Reading).
21-25—Ski-ing: Inter-Service Championships (Obertauern, Austria).
23—Soccer: RN v London Universities (away).
24, 25—Hockey: Inter-Service (W) Championships (RAF Venue).
25—Squash: RN v Escorts (Naval & Military Club).
26—Fencing: RN v UAU (away); Rugby: RN v Blackheath (Portsmouth); Basketball: RN v Civil Service (Meadowland, Edinburgh).
27—Hockey: RN v Hawks (Whiteley Village).
30—Rugby: RN v Leicester (Leicester).
31—Rugby: RN v Cambridge University (Cambridge).

BEAUTIFUL 'BIRD' ON NORFOLK'S CHRISTMAS MENU

Miss World, Miss Marjorie Wallace, helps to serve Christmas lunch aboard H.M.S. Norfolk.
Photo: LA Martin Weatherall

Join the Navy and see Miss World

Having Miss World to lunch must place H.M.S. Norfolk "top of the league" for festive season attractions, the visit of the title-holder, Miss Marjorie Wallace, being on December 19.

During her stay Miss World was able to meet a large number of the ship's company, both before and after helping to serve Christmas lunch to them.

Other items on her programme included a visit to a senior rates' mess and lunch in the wardroom.

Then she went to watch the telly — of herself!

It seemed that although the viewing millions followed the television programme of the contest with eager interest, the one most

concerned — the winner — had not had an opportunity of doing so.

In H.M.S. Norfolk's SRE compartment, Miss Wallace was able to see a video-tape recording on closed circuit television of the great moment in her life.

Everyone was delighted when Miss World delayed her departure for her next appointment, and remained on board the Norfolk far longer than was planned.



'Birds' for Fleet

(Continued from page 1)

The Royal Air Force has three of this type of boat, introduced in 1967 for air-sea rescue, target towing, weapon recovery, and maritime exercises.

They are 120 feet long, and twin screw, powered by Paxman engines. Complement for R.A.F. purposes is about two officers and 18 men.

Designed to operate over the 100-fathom mark, and to stay at sea for a considerable period of time, the Bird class would appear to be well suited for such duties as Fishery Protection, especially in home waters, but the sea-keeping qualities would need to be investigated over wider areas against the comparison of powerful ocean trawlers.

PLASTERED PAIR

"Getting plastered for Christmas" was taken rather literally by Leading Seaman Roy Buxton (H.M.S. Dryad) and his wife Doreen, who is on the naval PRO staff at Portsmouth. Unhappily they suffered broken legs in a motor cycle accident, but as the picture shows, the encased limbs did not prevent a cheerful approach to the festivities.

Picture: CPO Dave Morris



Sail — and save!

The idea of one of H.M. ships being rigged with sails to save fuel is not just a cartoonist's dream, it seems. If all goes according to plan, the Royal Navy's diving trials ship, H.M.S. Reclaim, could be under sail when she comes out of her Portsmouth refit later this year.

The Reclaim can carry two small "steadying" sails, one foreward and one aft, which could add "a knot or two" to her rather sedate cruising speed of ten knots. Given a fair wind, they could also enable her to maintain a respectable speed — while saving up to 20 per cent. of her fuel.

She lost the last set of sails in her 1969 refit, but the first lieutenant,



Flashback to H.M.S. Reclaim's "days of sail."

Lieut.-Cdr. M. D. Y. Phillips, has high hopes of making a replacement set. He has his eye on a temporary canvas awning over the quarterdeck, and if it's available after the refit the rest will be plain sailing . . .

Britannia 'casualty'

While his ship, the Royal Yacht Britannia, was on the way to New Zealand for the Queen's visit to the Commonwealth Games, one member of the crew, MEM Glyn Williams, was flown to a South American hospital to have his appendix removed.

His flight from the Galapagos Islands is reported to have been the same one as that which took Princess Anne and Captain Mark Phillips from the Britannia for their South American tour.

Glyn's wife, Lynne, who lives at Rowner, has received an "All's well" cable.

SPARKLING AJAX

Devonport Naval Base celebrated two commissionings in one day on December 7. First to join the Fleet — after completing an Ikara refit — was H.M.S. Ajax.

The frigate came out of her refit with gleaming engine and boiler rooms, much to the delight of POMEM Ronald Cook and MECH1 Frank Lunn, pictured below having a look around their sparkling domain.

The second commissioning ceremony concerned H.M. submarine Otus. After a two-year refit she is to join the 1st Submarine Squadron at Portsmouth.



Second at Sydney — now for the Horn

The Royal Navy's Adventure is off again on the third leg of the Whitbread Round-the-World Yacht Race, ready to face the storms of Cape Horn after the "hairy ride" from Cape Town to Sydney.

Adventure got into Sydney on December 16, being in 11th place for that section of the race, and lying second overall to Sayula II (Mexico).

The crew told of waves up to 40 feet high, snow, and winds gusting to 90 knots. Often the storms would pounce with only minutes' warning.

The skipper, Lieut.-Cdr. Malcolm Skene, reported that on one occasion, when he had a spinnaker and full main set and 15 knots of wind, the weather swiftly changed and within five minutes

the wind was 55 knots and the spinnaker (20 knots maximum!) was still set.

What happened next? In the skipper's words, "The crew moulded into a fine team under such conditions."

As already reported, the boom was repaired with the bottom of a pressure cooker, and later a snapped spinnaker pole was put together. Again the boom went — broken in half — during a storm, but after 100 engineering man-hours was made usable.

Cooking at times was "quite difficult," but the crew managed to have roast pheasant as a celebration for Princess Anne's wedding.

Ironically, after so many turbulent miles, the last week of the race was spent in frustrating calm, which cost Adventure

many places, the earlier and later boats not being affected.

The rudder had given much trouble during the closing stages on this leg, and a new one was flown out and fitted, along with a new boom.

Lieut. Tony Higham has gone on the third leg, carrying on in place of Lieut. Roger Caesley, who contracted appendicitis in Sydney while waiting for the yachts to arrive.

Others in the second leg crew were: Surg. Lieut. Stuart Orme-

rod, Lieut.-Cdr. Fred Owens, LAM Tomo Thomson, Lieut. Ned Netherclift, Lieut. Don Budge, Sgt. Gerry Norman, EA Charles Abrahams, Lieut.-Cdr. Bruno Brown, and Cdr. Mike Mathews.

The third leg crew consist of Capt. George Vallings (skipper), CPO Roy Mullender, Cdr. Chris Seal, CPO Mike Forrest, CPO Bill Porter, Lieut.-Cdr. Tim Laycock, Lieut. Ras Turner, Lieut. Malcolm Shirley, Lieut. Colin Watkins, and Lieut. Tony Higham.

H.M.S. Endurance will be shepherding the yachts around Cape Horn, and they should be arriving in Rio de Janeiro at the end of February.

ARROW LAUNCH POSTPONED

The launch of H.M.S. Arrow, fifth of the Royal Navy's new Type 21 Amazon class frigates, has been postponed from the date originally fixed, namely December 11.

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